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CONTENTS
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06

14

18

98

THIS MONTH

06 Welcome
A heart-warming reader's story

08 Air we go
Early 2018 show dates

14 Starter Motor
Latest news, products and opinions

18 Blasts from the Past
Volkswagen's oddball EA-48

98 Technical day out
We enrol on the T2D Bus Boot Camp

115 Next month
See what's coming up next time

130 Tailpipe
Type 4 celebrates its 50th

130

Back issues

If there's a gap in your *VolksWorld* collection visit **shop.kelsey.co.uk/issue/list/publication/VWW**

CONTENTS
April 2018

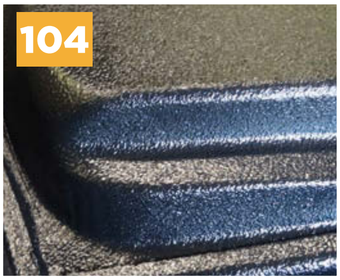
32

42

54

70

PRACTICAL
VolksWorld


104

118

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VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

EVENT PREVIEW

Here's a look at what's going on at this year's Sandown Park spectacular over the weekend of 24/25 March, plus features on three of the main star cars on display. Be sure not to miss them!

23 What's going on?
A sneak preview of the main attractions

32 '54 Beetle
This gadget-laden Oval will be glistening at Sandown Park

42 '50 Hebmüller
Be sure not to miss this oh so special Heb

54 '56 Beetle
Punching above its weight, see JK's rally Beetle at the show

FEATURE CARS

70 '63 Samba
Is this the ultimate Bus of 2018?

80 '74 Thing
This Type 181's a real family favourite

SHOW REPORT

90 Great Canadian VW Weekend
All the air-cooled highlights

PRACTICAL *VOLKSWORLD*

104 All RAPTOR'd up
Applying it to your floorpan

110 Our projects
Ian fettles his '68 1500 Beetle

118 Brake upgrades
Popular stopper options

VOLKS WORLD

The May 2018 issue goes on sale
Friday 6 April
Don't miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

It's been a busy month at *VolksWorld* Towers. Along with Paul Knight, Ivan McCutcheon and Adrian Vaughan, I've been burning the telephone wires helping source the very best cars from across Europe for The *VolksWorld* Show this 24/25 March. And I have to say, we've got some real stunners lined up – there's a sneaky preview of some of the highlights starting on page 23 this issue.

But before you start thumbing through, I need to tell you about a heart-warming email I got from regular reader Richard Lessemun. In 1995, Richard's parents bought him a late Beetle from his granddad's inheritance. He learnt to drive in it, passed his test in it and drove it daily for the next two and a bit years while he was a student. But you know how things are when you're at college and money's tight… Anyway, it failed its MoT and Richard, being totally skint, was offered £500 which he reluctantly accepted. Inevitably, as he watched it being trailered away, he felt totally gutted. Indeed, from that moment on he regretted selling it and started looking on the DVLA website to see if it was still on the road. Fearing that it had been scrapped, he gave up the idea of ever seeing it again.

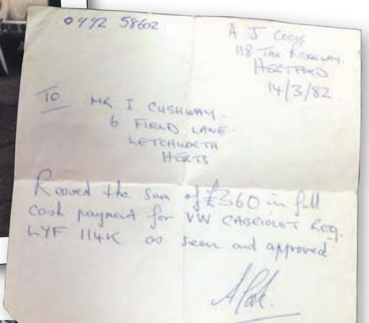
That was until one late Saturday evening a decade or so later when he stumbled across it on eBay! It was being sold as a rolling 'shell and he was so excited that he woke up his wife to tell her. Relieved that the house wasn't about to burn down, she went back to sleep whilst he counted down the hours until daylight so he could contact the seller. He duly made the two-hour journey to view it and as the owner pulled back the tarpaulin a flood of emotion engulfed him. "I started crying. A 20 stone trucker crying over a car!" Anyway, he bought it there and then, towed it back to his home in Essex and embarked on a four-year body-off restoration. The car looks sensational and Richard told us that he's just so proud to have his first car back. It's something lots of us dream about but very few actually manage to achieve.

Talking of which, I found the receipt for my first Beetle (dated March 1982) the other day. A '64 Cabriolet for £360. I know that car survived, and I'd love to see it again some day. But in the meantime I need to concentrate on my '68 Beetle and getting it ready to venture to Sandown Park, the furthest north that it's ever been. The Type 2 Detectives Bus Boot Camp that I attended the other week (see pages 98-101) sure proved useful in this respect. Come and see me at the show and we'll have a bit of a celebration, assuming it gets me there without a hitch…

Ian Cushway
Editor

> “I found the receipt for my first Beetle… a '64 Cabriolet for £360”

Reader Richard Lessemun eventually found his long lost first Beetle then spent four years restoring it



0472 58602

A J Cook
118 The Ridgeway
Hertford
14/3/82

To Mr I Cushway
6 Field Lane
Letchworth
Herts

Received the sum of £360 in full cash payment for VW Cabriolet Reg. LYF 114K as seen and approved

Receipt for my first Beetle, and that included a spare engine and another complete set of wings and wheels

But this is the car that I need to focus on now as I contemplate my trip across the channel to The *VolksWorld* Show. See you there!

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Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start

March

Freddy Files
Date: 11 March 2018
Location: Ninove, Belgium
Contact: freddyfiles2017.skynetblogs.be

The *Volksworld* Show
Date: 24-25 Mar 2018
Location: Sandown Park, Esher, Surrey
Contact: www.volksworldshows.com

Camperfest
Date: 29 March-1 April 2018
Location: Chester Racecourse
Contact: www.camperfest.co.uk

April

Elemental VW Show
Date: 7 April 2018
Location: Crouch Valley Showground, Essex
Contact: www.elementalvw.org.uk

Elsecar
Date: 15 April 2018
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

World of Air
Date: 15 April 2018
Location: Olen, Belgium
Contact: www.worldofair.be

Big Bang
Date: 27-29 April 2018
Location: Santa Pod Raceway
Contact: www.big-bang.co.uk

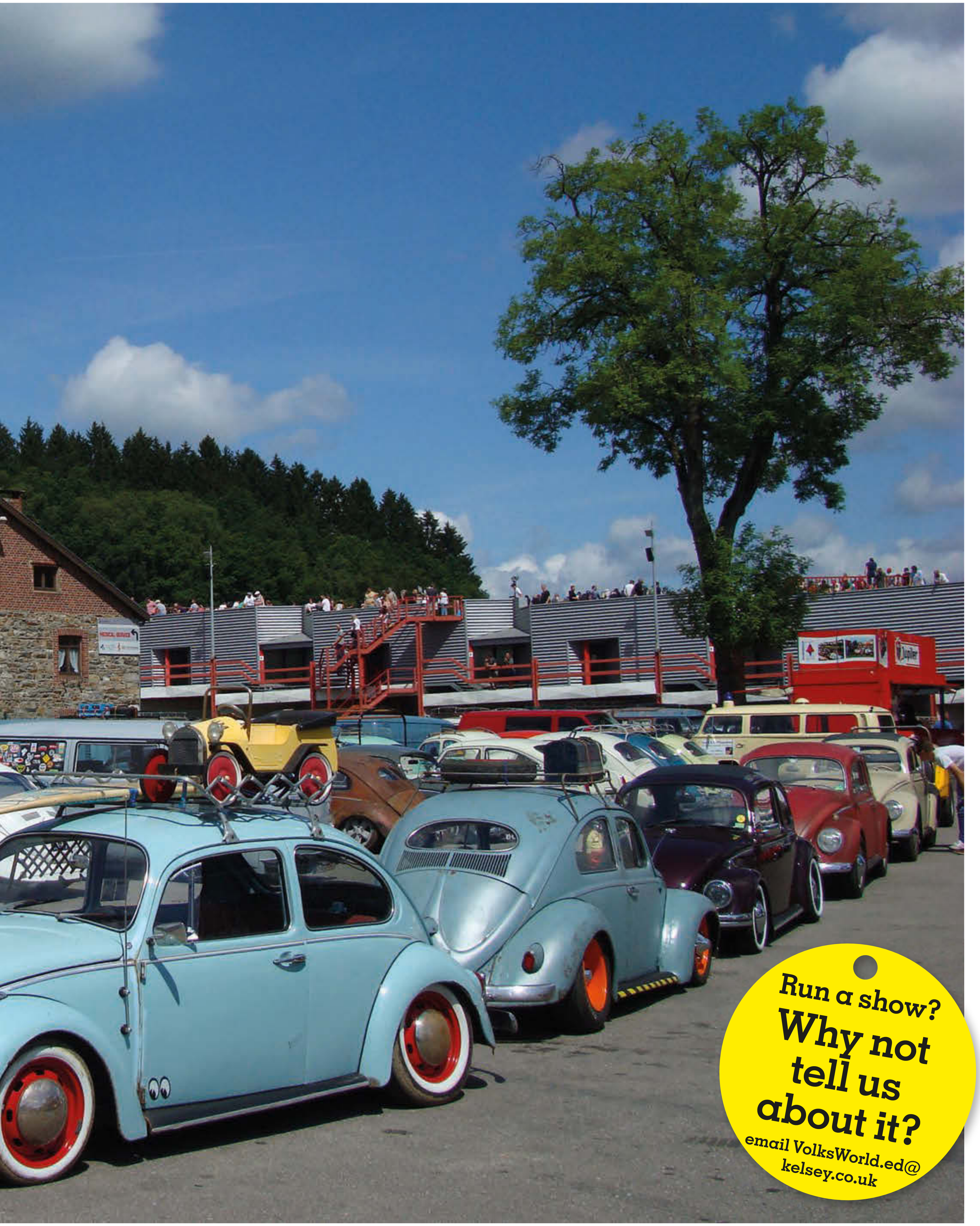
May

The Only Meet is Essex
Date: 4-7 May 2018
Location: Orsett Showground RM16 3JU
Contact: www.vw-tomie.co.uk

Stanford Hall
Date: 6 May 2018
Location: Lutterworth, Leicestershire
Contact: www.stanfordhallvw.com

Vanwest
Date: 11-13 May 2018
Location: Burnham on Sea, Somerset
Contact: www.vanwest.co.uk

International Buggy Treffen
Date: 18-21 May 2018
Location: Full-Reuenthal Militärmuseum, Switzerland
Contact: www.buggy-club-schweiz.ch



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Latest Stuff

GRAB YOUR APRON

From: **www.vwheritage.com**
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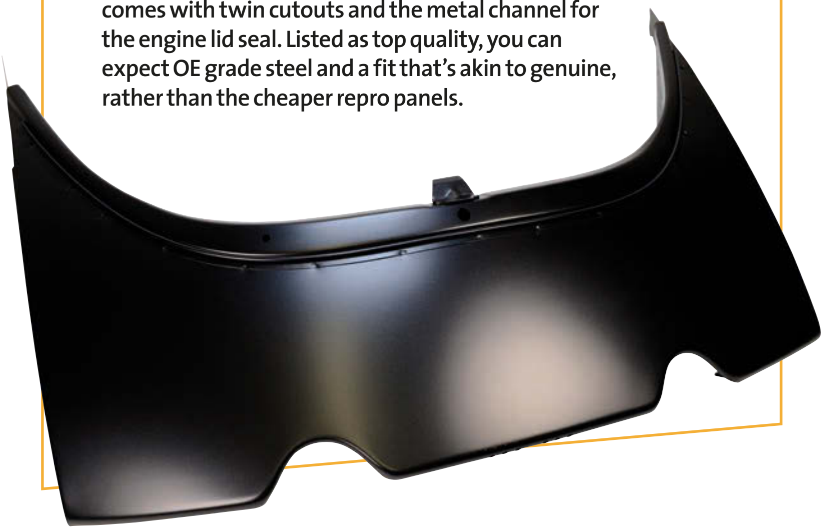
Beetle rear aprons frequently get mangled or go rusty, so if yours has suffered why not treat yourself to one of these SSP flat type aprons for the late model Bug. It comes with twin cutouts and the metal channel for the engine lid seal. Listed as top quality, you can expect OE grade steel and a fit that's akin to genuine, rather than the cheaper repro panels.



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Your shout

Model behaviour

My latest car, a blue Beetle, arrived on 25/12/17 in lots of bits after a major body-off rebuild. Working Christmas Day and Boxing Day, it was ready for the road by New Year's Day. It's tax and MoT exempt, requires minimal insurance and it's very good on fuel...

Ewan Mears, Doncaster

If only all VW projects were that easy! – Ed

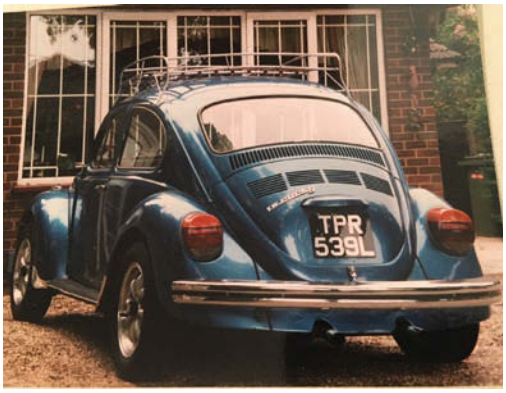
First love!

This was my first car and nearly 15 different cars later still my favourite.

After selling it 20 years ago, I've finally managed to buy another Beetle, a 1971 1302S. It's been in a barn and needs a lot of work to get it back on the road. However, I have two willing sons to help me out now (feeling old suddenly). The thing is, I'd love to know whether TPR is still on the road. I had some great times with it and was hoping it was still ploughing on…

Scott, via email

We checked on vehicleenquiry.service.gov.uk and the tax was last due on 01/09/2001. That's the last record they have of it, but if any readers know its current whereabouts… – Ed

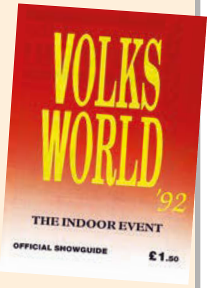


Still Doin' It

Having recently returned to the *VolksWorld* crew, one of the jobs I've enjoyed most has been working with Ian Cushway and Adrian Vaughan (the show guy) to bring some fresh ideas and content to the legendary *VolksWorld* show.

It's 15 years since I last worked as part of the *VolksWorld* show team, hence I thought it might be good for me to concentrate on the rich heritage and history behind this auspicious event, which has showcased Europe's finest VWs since the first event (at the Birmingham Rex Centre) way back in 1992.

Just to clarify, following the '92 event, there was a 'gap year' in '93 before the event was relocated to Sandown Park. And so, with 2018 marking the 25th anniversary of the move to Sandown Park and also the 30th anniversary of renowned VW specialist The Paintbox, I thought I'd give Simon Emery a call to find out what he had planned to celebrate 30 years in the VW customisation business. After a little reminiscing, we concluded that it would be great to gather a handful of previous *VolksWorld* trophy winners and/or cover stars, which had passed through The Paintbox on their way to stardom.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The Paint Box

And, having talked to some show goers in 2017, it was clear that some of the cars that I (and people 'of my generation') might consider to be iconic or influential vehicles of the era had never been seen by many younger folk/those that have become involved in the scene in more recent years. In fact, I was surprised that some of the cars I mentioned drew a blank, even when I explained the history behind them.

In case you didn't already know, Simon Emery of The Paintbox has had a hand in far more trophy winners than anyone else (and by quite a margin), not to mention being a huge part of the early days of the magazine, hence this seems like the perfect way to mark this double celebration.

So, keep an eye out for the flashback collection of cars, and don't miss Simon's personal display of photographs and memorabilia, which will also be on show at the event.

And please don't consider this to be some kind of history lesson or lecture – this is a celebration of creativity and innovation! After all, many show cars are influenced by previous show winners, hence this is a great opportunity to look back over some favourite cars from yesteryear, whilst also chatting with the likes of Simon and other 'old-school' legends about your future plans, ideas and concepts. Get involved and enjoy the fact that these guys are 'Still Doin' It!' – as Si told me, "it's our job to make sure the next generation are inspired to build great cars and to keep this scene alive and kicking." And he's right. We've enjoyed the great cars at Sandown for 25 years, so it's time to give something back to ensure that people will be inspired and building great VWs for many years to come.

Paul Knight

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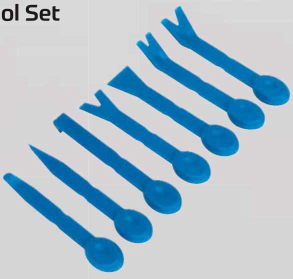

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Size was everything…

Front engined, front-wheel drive… and from the Fifties. The EA-48 was a revolutionary small Volkswagen for sure. So why did it never get any further than the prototype stage?

Words
Richard Gunn

The Beetle has traditionally been regarded as a small car, despite the fact that it really isn't. Granted, compare it to today's sprawling 'small' cars, where a MINI is about the size of a suburban bungalow, it's pretty compact. But sat alongside other 'small' rivals from the same era – such as the Fiat 500 and a proper Mini – a Beetle is really quite bulky. It wouldn't be until the mid-1970s, with the debut of the original Polo, that VW came up with something that could properly be called 'little'.

Think small

However, back in the 1950s, Volkswagen started looking seriously at something smaller than the Beetle. The Project was code-named EA-48 and, while it never came to fruition, it was a pretty significant step for a company still struggling after the war that had yet to transform into the mega-successful global giant of the 1960s. Not only was it the first prototype car that VW attempted to design on its own, with no help from Porsche, but it also had its engine up front, powering the leading wheels. And it really was quite minuscule.

The EA-48, in prototype form, had very anonymous looks. No doubt a VW roundel would have decorated the nose had it reached production

"At 594cc, it was almost exactly half the capacity of the Type 1's 1192cc motor"

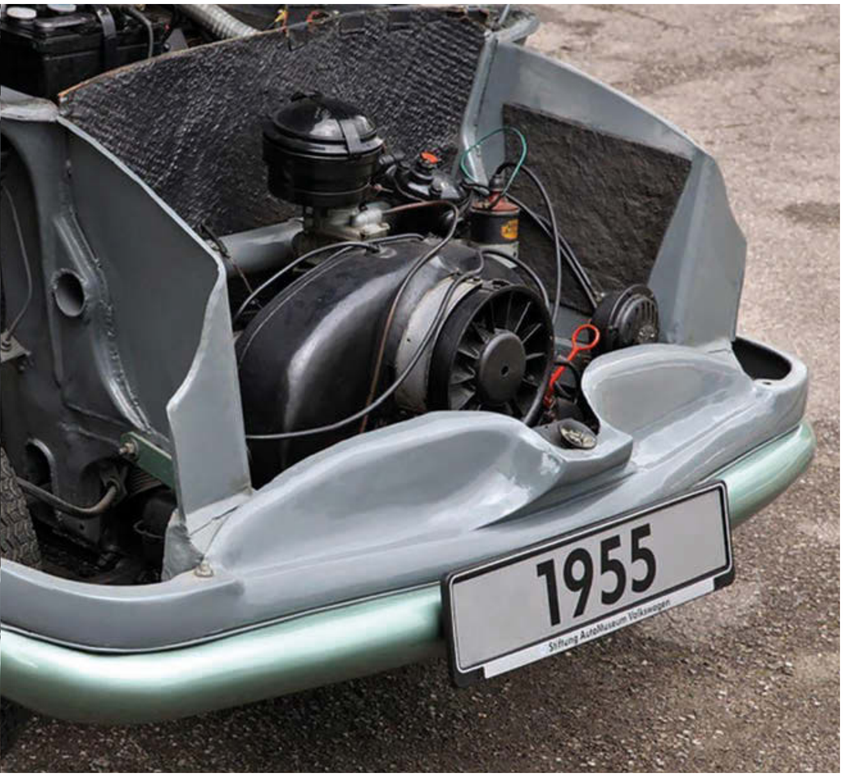
The EA-48 story began in 1953, at a time when Beetle sales were still light and, with Volkswagen yet to crack the US market, there seemed little immediate prospect of them improving much. During 1953, there were 151,323 Beetles built, with just 980 of those finding their way to America. That's only 35 more than were exported to Britain that year. The company needed alternative sources of revenue and while the Type 2 Transporter was building up interest and the Karmann Ghia was just being conceived, it was felt that a sub-Beetle model might also help finances.

Half measures

The impetus for the EA-48 came from Heinrich Seibt, an engineer who had joined Volkswagen in the summer of 1953 from recently bankrupt auto firm Gutbrod. He wanted to create a small car and brought in Ford

At least it was easy to get at the engine, as the entire front of the EA-48 flipped open to reveal an air-cooled powerplant half the size of a Beetle one

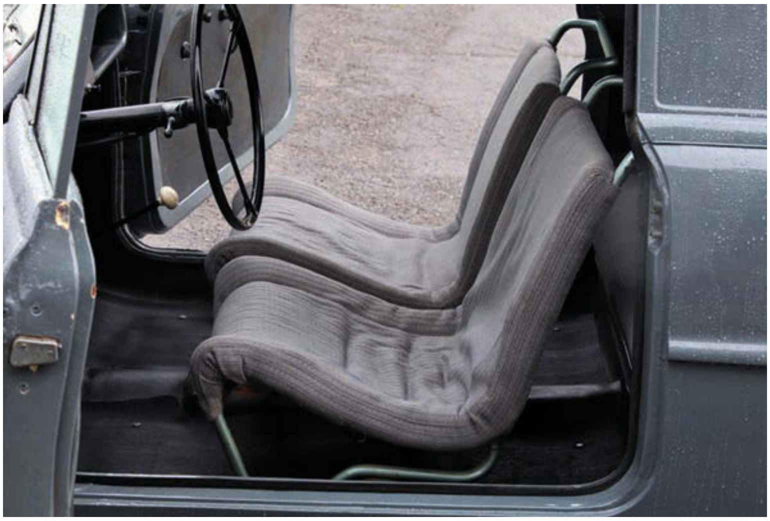
1955
Stiftung AutoMuseum Volkswagen



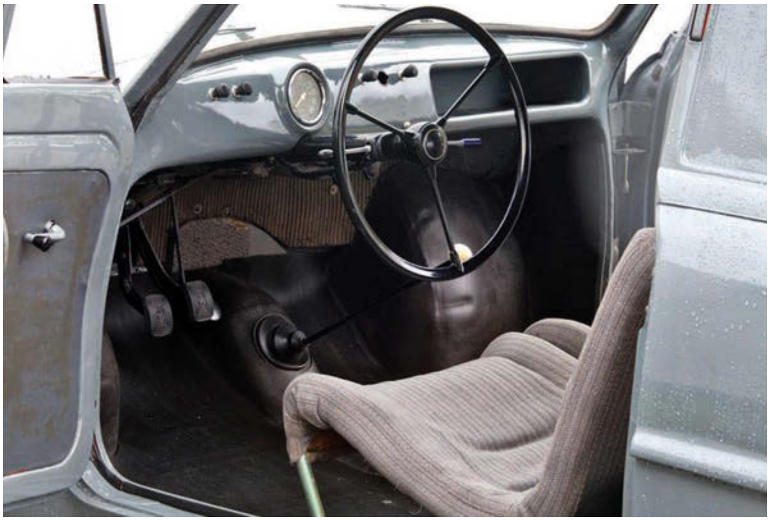
engineer Gustav Meyer from October to achieve that aim. 'Development Contract 48' featured unibody construction (the Beetle was body on chassis) together with front-wheel drive and a front-mounted engine. Also up in the nose was independent MacPherson strut suspension, only invented four years previously and combined with FWD for the very first time on the EA-48. The few other cars that had such suspension were all rear-wheel drive. MacPhersons didn't reach the Beetle until the 1302 in the early '70s.

Power came from a two-cylinder air-cooled engine derived from the Beetle. At 594cc, it was almost exactly half the capacity of the Type 1's 1192cc motor. However, it was a little more than just a Beetle engine sawn in half, with a V-shaped valve configuration instead of the flat layout of its bigger sister. Power was an eye-watering 18bhp, giving a top speed of about 60mph. A 700cc unit was also designed, and there were thoughts of a diesel as well, but Volkswagen boss Heinz Nordhoff was far from keen on that.

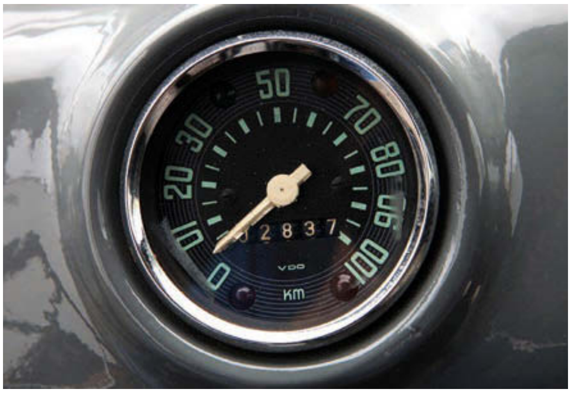
In fact, the whole plan was regarded with suspicion among many at Volkswagen so wedded to the idea of rear engines and rear-wheel drive. Perhaps the styling of the EA-48 didn't help, for it wasn't much of a looker. The two prototypes built had the appearance of nondescript grey vans, with no rear side windows – although these would have been added, had the proposed Volkswagen 600 gone into production. Still, the mundanity



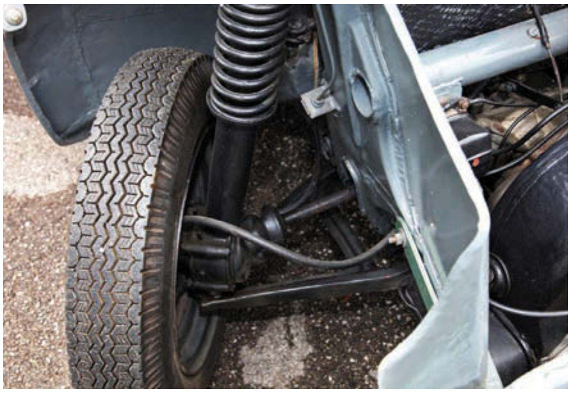
If you wanted to move the not-terribly-comfortable seats, you simply unbolted them from the floorpan and then fixed them further forward or back. Simple but effective…



The inside of the EA-48 was hardly inviting…



The only gauge in the EA-48 was the basic VDO speedometer. The 2837km is all the prototype covered during its brief testing period mainly around the Wolfsburg factory grounds



Powered front wheels connected to MacPherson struts was a completely new concept at the time. Now it's a standard family car configuration

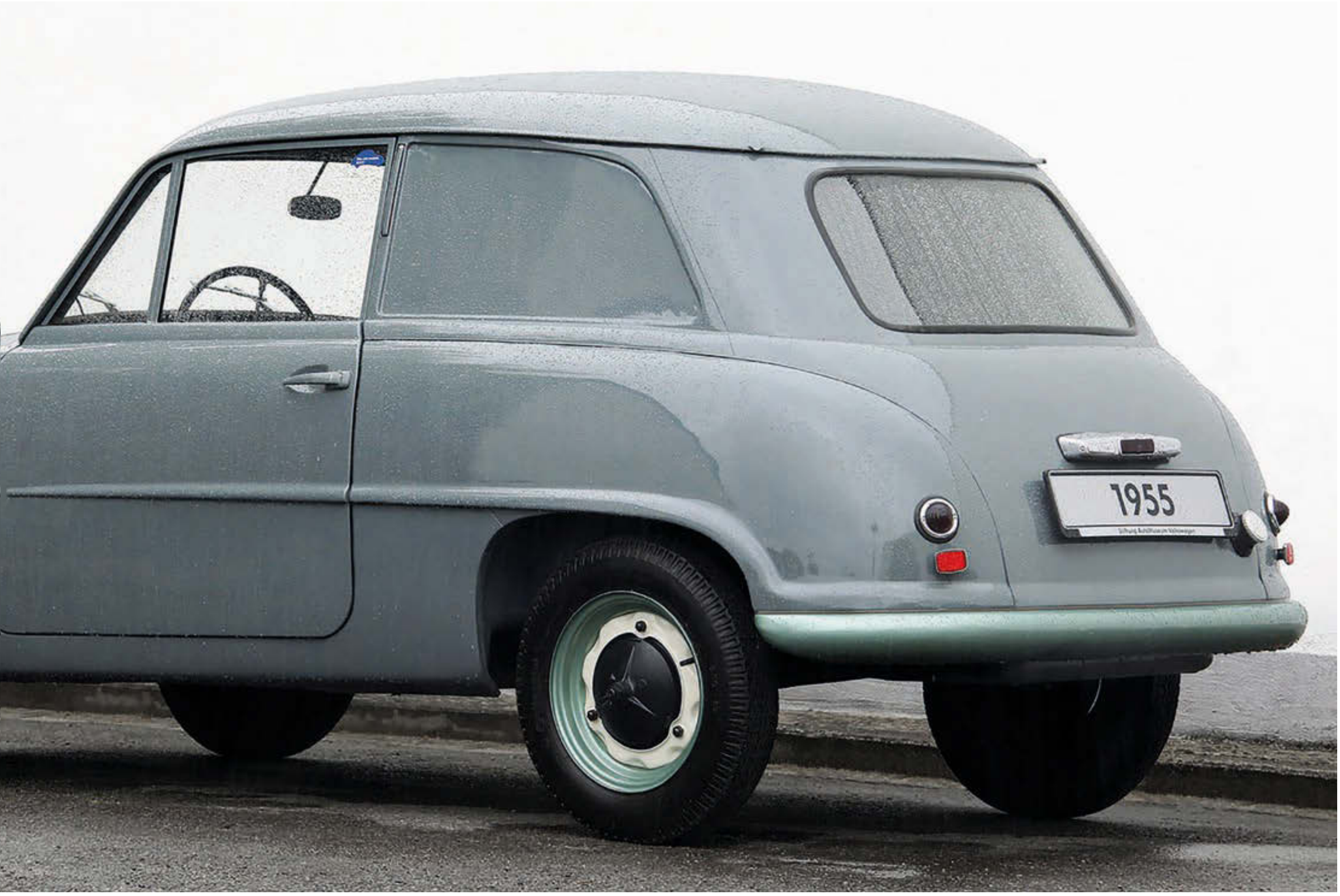
was useful camouflage. There was also no opening boot. At least it was easy to get at the engine, for the entire front flipped up. So it may not have been easy to load any luggage and rear passengers would probably suffer from acute claustrophobia, but it was a snip if it broke down…

Rough and not ready

Size-wise, the EA-48 was 133in long, 58in wide and 54in tall. By contrast, the Beetle was 160in, 60.5in and 61in respectively. That 27in length difference gives an idea of just how dimensionally squeezed the proposed Volkswagen was, although it was surprisingly spacious inside thanks to its mechanical configuration.

Two prototypes had been built by April 1954, although the engines took longer and didn't find their way into these test mules until the end of the year. It soon became clear that although the EA-48 offered fine handling – 'almost sensational', Meyer recalled – and surprisingly sporty performance, it ran roughly and overheated frequently. Progressively larger fans were tried until a Porsche one was found that actually did the cooling job properly. It had to be borrowed from a 1940s military assault boat engine though.

Still, sorting out teething problems is what prototypes are all about, and the EA-48's issues would no doubt have been resolved in time. Unfortunately, time was something this little VW didn't have. When road-testing kicked off in 1955, Volkswagen's fortunes were suddenly looking a lot brighter. The first US sales office had been established, and during the year, 28,907 Beetles were sold across the Atlantic – close to 30 times the figure of two years previously. That helped Volkswagen almost double its car sales compared to 1953. There suddenly seemed much less need for a new baby. Pressure was



^ No rear windows, no opening boot… the EA-48 would have needed to be made more sophisticated before being offered to the public

also put on Volkswagen by Ludwig Erhard, the West German minister for the economy. Very probably coerced by Carl Borgward, whose company owned small car manufacturer Lloyd (which, funnily enough, had just launched a car very similar to the EA-48), Erhard warned Nordhoff that a new small Volkswagen could threaten thousands of jobs elsewhere in the German car industry. Thus Nordhoff, now more optimistic for Volkswagen and the Beetle if things just carried on as they were, decided to officially cancel the EA-48 in February 1956. The first prototype, which had covered 1763 miles of testing but just 81 miles on public roads, was preserved and can today be seen in the AutoMuseum Volkswagen in Wolfsburg. The second prototype was simply scrapped, very likely without ever being driven. And Gustav Meyer got just a bonus of 50 Deutschmarks for inventing the combination of MacPherson struts with front-wheel drive, a system that would soon become the norm for millions of future family cars. He went off to work on Volkswagen's commercial vehicle section instead.

Fantasy future

Three years after Project EA-48 got the chop, the Mini was launched by the British Motor Corporation, and claimed all the fame and glory that might otherwise have gone the way of the innovative Volkswagen 600. Would it have been a success? Tidied up for production, with the benefit of side windows and a more convenient way of getting to the boot without having to clamber over the back seats (a hatchback), it probably would have been. In Europe at least, if not the USA. Europe liked front-wheel drive vehicles and it liked them 'little' too. But then again, would a smaller sibling have harmed Beetle sales and made it less significant? In an alternative universe somewhere, perhaps the latest issue of *VolksWorld* is packed with Volkswagen 600s, with just the odd article devoted to the rarer Beetle. As it is, there's just the sole EA-48 survivor as a fascinating glimpse of where VW could have gone during the 1950s… and would eventually end up, more or less, in the 1970s. ■

> **"In an alternative universe somewhere, perhaps the latest issue of *VolksWorld* is packed with Volkswagen 600s, with just the odd article devoted to the rarer Beetle"**

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Event preview

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Here's your sneak preview of what's going on at this year's Sandown Park spectacular the weekend of 24/25 March – followed by full features on three of the main star cars on display.

Be sure not to miss them!

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A word from our sponsors

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Outside on the Summer Lawn our show deals continue in our awning village where we will be demonstrating Khyam's new 2018 Dub-Hub range of quick erect awnings with the Product Director of Khyam on hand to answer any questions. Back for another year is the ever popular Khyam giveaway competition where you can enter for a chance to join our speed competition to win yourself a brand new Khyam Dub-Hub worth over £600. Could you be the fastest? Visit our stands to enter and join us in the arena each day to see who wins.

We will also have our special Club display of VW California campervans from The VW California.com community with a top prize to be won of a Cobb kitchen in a box worth over £250 for the best California on show. Check out these customised campers and see who wins at the Sunday afternoon ceremony!

We cannot wait to see you, so make it a date and let's share our passion and experiences together as CamperVanTastic celebrates 10 years as the UK's leading specialist in VW California campervan travel.

Visit www.campervantastic.com for product and show info and follow all the news and chat on Facebook and Twitter.

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HERITAGE
PARTS CENTRE

An invitation from the editor

Ian has been getting his own '68 Beetle ready for the drive from France to Sandown Park

The *VolksWorld* Show team has searched far and wide to bring you the very best VWs to display at Sandown Park this year – and we've come up with some real jaw droppers. It's not been easy. We've got cars coming from all over Europe and the logistics have been mind-boggling at times. But there's no need to worry about that now, it's done, so all you'll need to do is turn up, take your time and enjoy the feast of air-cooled delights we've got in store for you.

There's far too many highlights to mention individually, but when you get to the show be sure to give the three show cars we've previewed this issue a closer look; namely Danish owner Peter Nielsen's accessory-laden '54 Oval (pages 32-40), Roman Haltiner's incredibly special Hebmüller (pages 42-50) and Mark Reynold's giant slaying Mille Miglia rally Beetle on pages 54-62.

As always, The *VolksWorld* Show wouldn't happen without you lot, and help from the enthusiastic band of VW clubs that have got involved again this year – you're the lifeblood of Sandown, and we offer our sincere thanks for your support.

Of course I'll be there all weekend, so come over to the main stand, say hello, and while you're at it buy a show plaque and take advantage of a *VolksWorld* subscription offer. Finally, we would like to extend our appreciation to our long-term sponsors, Carole Nash, Meguiar's, CamperVanTastic and Heritage Parts Centre for making it all possible. We hope you enjoy it!

Ian Cushway, Editor

Top European show vehicles

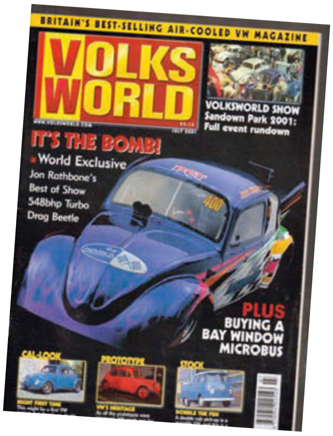
We will have something to suit all tastes at this year's show, with vehicles coming from every conceivable part of the globe. The one thing they have in common is that they are all finished to the very highest standard, with many making their debut at the event. The theme therefore for the *VolksWorld* stand this year is the 'Best of the Best' which is why we've worked tirelessly to fill it with a selection of the most stunning cars on the scene at the moment. Talk about setting high standards… We have featured some on the show website, so take a look to see what will be on offer. You won't be disappointed!

Just a little taste of what this year's show has to offer in the way of excellence, inspiration and sheer hard work

Great displays

VOLKSWORLD COMMEMORATIVE DISPLAY

We've got together with a legend from The *VolksWorld* Show scene, Simon Emery, whose company The Paintbox is celebrating 30 years in the business this year. They have built a huge number of show winning cars previously and have picked a selection of great vehicles from the past two decades to be displayed at Sandown Park in 2018. Included in the line-up are Mark Bailey's Rat Catcher *(left)*, Joe Gallagher's Velocerazor Type 3 Ghia, Jon Rathbone's drag Beetle *(right)*, Greg Bishop's 666 Beetle and Dom and Jo's chopped '67. All are fantastic in their own right but when put together will make a stunning display and a rare treat indeed.



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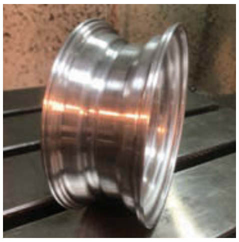
JUST KAMPERS CLASSIC RALLY CAR DISPLAY

We have got together with Just Kampers to put on a display of classic VW rally cars. Check out the period detail on these rides and see what makes them tick. A must-see line-up if you are considering getting into classic rallying.

Get up close and personal with classic rally cars on display at this year's show

TOP TWENTY – BEST OF SHOW TROPHIES

We have produced some iconic trophies over the years, but the 2018 versions are going to be our best yet. Master craftsman Martin Taylor of Taylor Machine Services Ltd will be unveiling the 2018 trophies at the show and these handmade custom built awards are set to be stars of the show in their own right. They will be just reward for any of the 'Top Twenty' show car winners.



CAL LOOK DISPLAY

Everybody loves a Cal Looker and this year we follow on from the success of last year with some of the very best examples from around Europe. Some are fresh builds, others are famous cars from the past, but all great cars. It's always one of the most popular displays at the show – and this time we've got some real beauties.

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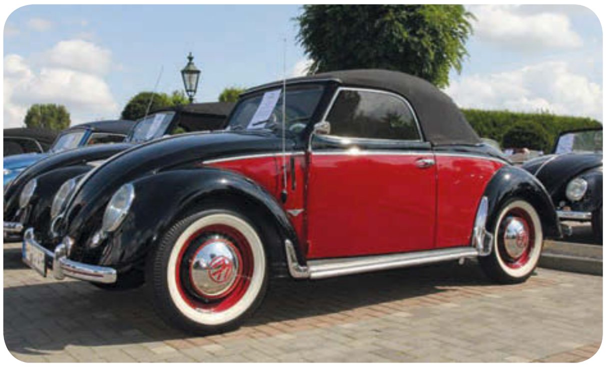
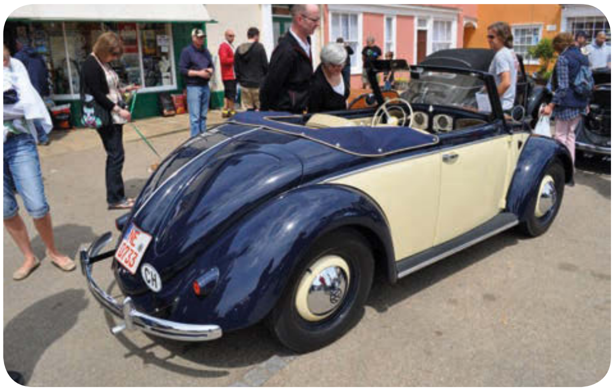
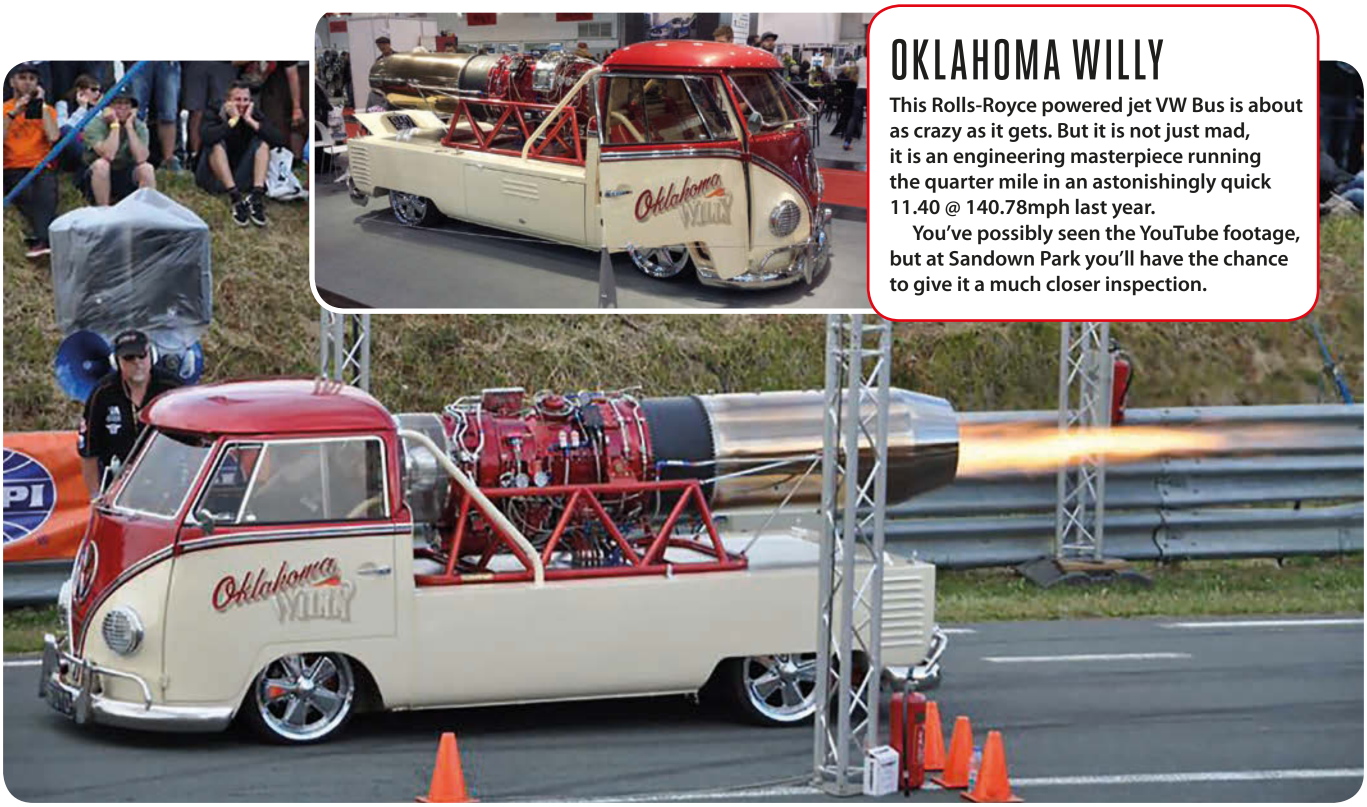
The *VolksWorld* Show has always prided itself in bringing some of the very best VWs from around the globe and this year we're carrying on this fine tradition by displaying some of the rarest, most valuable and some say the coolest air-cooled VWs ever made. The last Hebmüller was built 65 years ago, so to celebrate its official 'retirement' we are thrilled to announce that we will have not just one, but several of these coach built rarities on display at the show. If that was not enough, the examples are known to be some of the very finest in the world and we are honoured to have them over. Don't miss this unique opportunity to drool over them, not literally of course!



^ We are proud to announce you will see the first ever production model of the Hebmüller Roadster Beetle sold to the public. The car in question carries the body number 5, the first four bodies were prototypes. This historically important Volkswagen will be seen for the first time in the UK!



< Originally supplied to Switzerland in February 1950, the amazing Hebmüller Number 523 we will have on display is owned by the leading authority and registrar of the known surviving cars, Claus Missing. If you have any questions about these stunning and extremely rare Beetle Roadsters, Claus is sure to have the answers.



OKLAHOMA WILLY

This Rolls-Royce powered jet VW Bus is about as crazy as it gets. But it is not just mad, it is an engineering masterpiece running the quarter mile in an astonishingly quick 11.40 @ 140.78mph last year.

You've possibly seen the YouTube footage, but at Sandown Park you'll have the chance to give it a much closer inspection.

Indoor activities

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Up to 100 traders will be on site, ranging from small specialist companies producing bespoke items to the biggest online VW parts retailers and everything in between. The show is a great place to meet the people behind the products, seek out information and get valuable advice on your restoration. You'll also have the opportunity to find quality products at great prices.

INTERNATIONAL SWAPMEET

The *VolksWorld* International Swapmeet is a truly international event, with sellers coming from all over Europe to offer their bits and pieces, if you know what we mean. It's the place to be if you're a bargain hunter that enjoys sifting through used parts and accessories. Or maybe you're looking for that hard-to-find accessory to finish off your restoration. The throng of people, the haggling and negotiating is part of what makes the *VolksWorld* Swapmeet so unique.

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HERITAGE
PARTS CENTRE

Family entertainment all weekend

Live music, VW-themed entertainment plus some really cool club cars make Sandown Park the place to chill, meet up with old mates, make new ones and talk about everything air-cooled VW. Outside, the two entertainment areas (one on each side of the building), will be hosting live bands and DJs throughout the day. Inside, there will be free slot car racing, plus lots of other entertainment to keep you amused. Check out the website to see what's happening. To make it even better value for money, you can bring up to two kids aged 14 and under free of charge. Get your free child tickets when you book your adult tickets online.

HIGHGARDEN

LISTEN TO HIGHGARDEN

Top band Highgarden will be playing on Saturday on the Summer Lawn, so make sure you take 15 minutes out of the show to relax and enjoy the vibe. They will be joined by a selection of DJs to keep you entertained throughout the duration of the show.

GIANT SCALEXTRIC SLOT CAR RACING

Fight it out with others on our giant digital Scalextric. Challenge your kids or your mates to see who is the Sandown slot car champion.

BRING THE KIDS

We're not about to let kids miss out on any of the fun because we've got a host of fun things to keep them occupied over the weekend. There's a **soft play area** and **face painting** and a variety of **movies** showing, including *Herbie*, where kids will be able to put their feet up and relax.

Afterwards, why not challenge your offspring to a game of **giant Jenga**. There's also a **colouring competition** where kids can grab a picture and use the pens provided to **design their own front cover** and there's **prizes** awarded for the best each day. There will be **ride-on cars** as well as **craft activities** and things for kids to make, including a **postcard** from the show.

Activities outside

LOOKING TO BUY OR SELL YOUR RIDE?

If you are looking to buy or sell a VW, the dedicated 'cars for sale' area in the front car park is the place to do it. It's where thousands of buyers and sellers get together, with a large number of cars changing hands over the course of the weekend. Find your dream ride or sell to an enthusiast. Make sure you also check out the cars for sale wall in the main foyer, which we'll update throughout the weekend. If you are selling, buy an advance entry ticket, turn up at the main car park on the day and you will be directed to the 'cars for sale' area. Space in this area is limited and on a first-come, first-served, basis – so make sure you arrive early to avoid disappointment.

UPSIZING YOUR CAMPER VAN

A simple way to get even more enjoyment from your next road trip is to get a new awning. CamperVanTastic is displaying the 2018 Khyam Dub-Hub range of quick erect awnings on the Surrey Lawn so you can see up close how much extra outside space you can gain. Khyam awnings are renowned for easy and quick set up plus, if you choose a drive-away version, you'll be able to save your pitch and enjoy the freedom only a Camper brings.

VOLKSWORLD SHOW – CHELSEA SPLIT SCREEN SATURDAY EVENING CRUISE

This year we have teamed up with the Chelsea Split Screen Cruise for a trip up to the Fulham Road taking in the tourist sites, stopping for coffee and donuts on the way. Leaving the show early on Saturday evening we will be gone for a few hours before returning to Sandown Park later that evening.

All classic air-cooled rides are invited and it is free, but you must register in advance. Email lorente@btopenworld.com for more information and to find out how to register. Head your email *VolksWorld* Show – Chelsea Split Screen Saturday evening cruise.

Find us on f
Chelsea Split Screen Cruise

CAR PARK SHOW 'N' SHINE

Meguiar's will be awarding a trophy for the best VW vehicle displayed outside on each day of the show. It's open to anybody that does not have a car inside the main halls, so that's all you club guys, vans in the Cool Water area and all the Bugs, Buses, Type 3s, Buggies, Ghias and vans in the main car parks. No need to enter or park in a special place, our judges will find you... Awards will be presented each day at 16.00 on the *VolksWorld* stand.

★ WIN A KHYAM AWNING ★

If you are super quick at awning erecting, why not enter our competition and you could win a Khyam awning for your camper. Visit the CamperVanTastic stand in the Surrey Hall or on the Summer Lawn to find out more. The competition takes place in the Parade Ring at 15.00 on Saturday and Sunday.

Sponsored by

Meguiar's CAROLE NASH The care it deserves CAMPERVANTASTIC www.campervantastic.com HERITAGE PARTS CENTRE

CALIFORNIA DISPLAY

After the success of last year, part of the Summer Lawn is once again being allocated to a special display by the California Owners' Club. Hosted by CamperVanTastic, Britain's leading VW Camper hire company, the display will feature a range of VW's iconic modern-day Camper Vans. And we are sure their owners will be more than happy to talk to you about their personal experiences with VW's flagship Camper.

VW CLUBS

The clubs are the lifeblood of the VW scene and we are always thrilled to welcome them to Sandown Park. They really have made The *VolksWorld* Show what it is today. All the available club plots are now gone, so please don't apply. Make sure you check out the fantastic array of cars displayed by some of the best VW clubs in the country, have a chat with the owners and get the low-down on VW clubs in your area. Why not join up at the show and get the most from your VW? We will award a trophy for the best club stand and it will be presented at the *VolksWorld* stand at 16.00 on Sunday.

RED BRICK AREA

This is where you can enjoy a mouth-watering selection of some of the finest club rides in the UK and Europe, including Buses, Beetles and a range of other air-cooled VWs. They will be displayed around the parade ring and on the Summer Lawn. If you like your VWs cool, this is the place to wander.

LITTLE VW BUGGERS

The *VolksWorld* Show has always been a great place to bring the next generation of VW enthusiasts. The show makes a great family day out, and now you can bring up to two kids aged 14 and under free of charge. Get your free child tickets when you book your adult tickets online

BUY YOUR TICKETS IN ADVANCE AND SAVE CASH

Buy tickets in advance and you can beat the queues by using your own entrance lane. Better still, you will save yourself a pile of cash. Day visitor and weekend tickets are on sale now via the website www.volksworldshows.com

SHOW SUBSCRIPTION OFFER

Get six issues of *VolksWorld*, *Camper & Bus* or *VWt* magazine for just £15. Order online when you book your tickets or at the show

SHOW WEBSITE

Check out the show website to find the latest news and show information. The website can be found at www.volksworldshows.com

VENUE INFORMATION

■ *Main Entrance:* Sandown Park, Portsmouth Rd, Esher KT10 9AJ
■ *Show dates and opening times:*
Saturday 24 March 2018: 10.00 – 17.00
Sunday 25 March 2018: 10.00 – 16.30

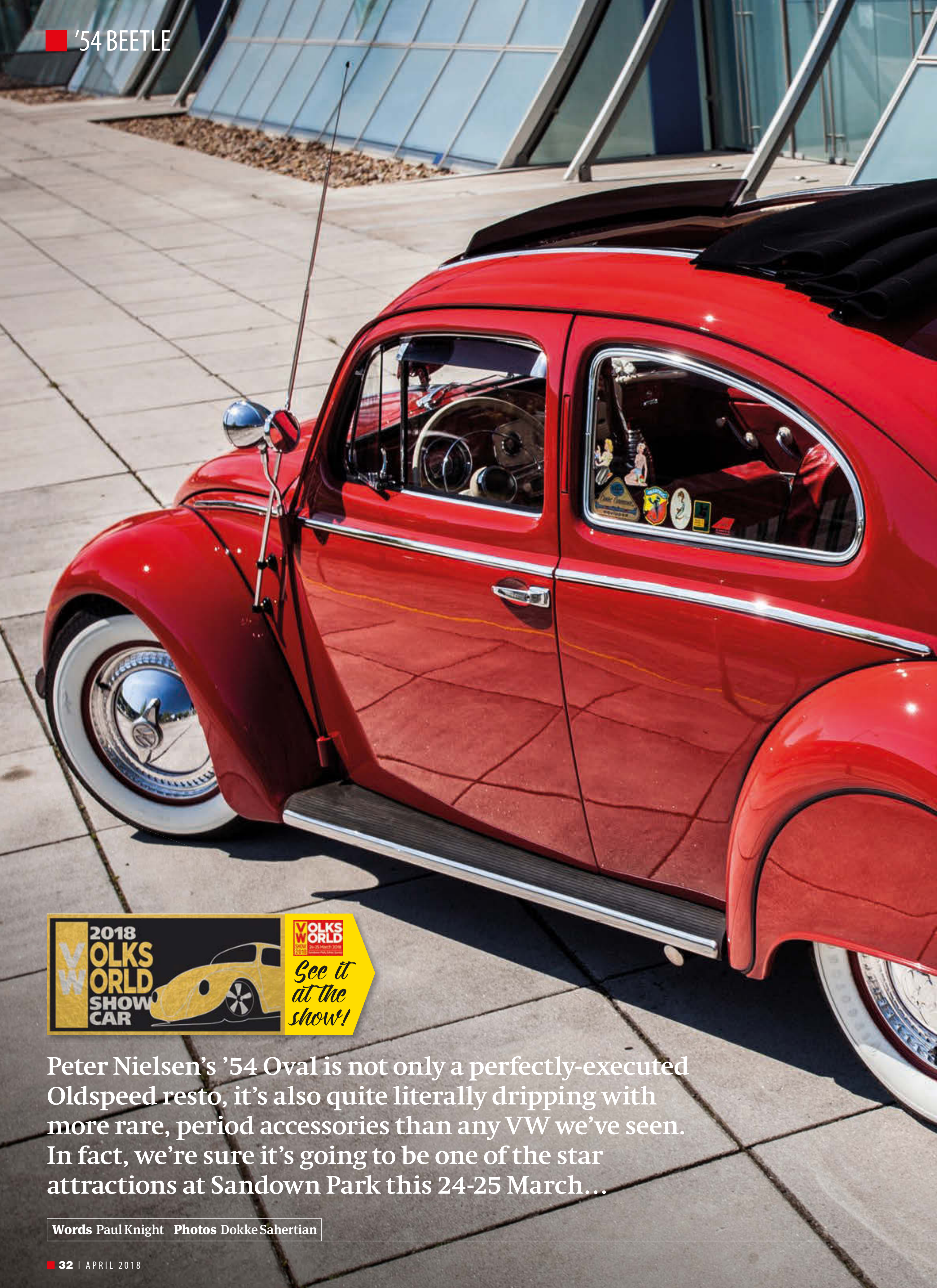
Due to the nature of the content of the show, features are subject to change and cancellation. All details are correct at time of going to press

BOUNCE AWAY

Don't miss the bouncy castle on the Summer Lawn – you'll be able to bounce away the whole day. Now, what more could you ask for?

★ CAMPING TICKETS STILL AVAILABLE ★

Camping has become very much part of the show and allows you to take in the whole event at your own pace and enjoy the campers only food, drink and evening entertainment in the golf course bar. Or, if you fancy it, you'll be able to take in the Esher town nightlife which is a short walk from the show grounds. This year your 'access all areas' wristband and separate entrance gate to the show will make daytime entry easier and quicker.


2018
VOLKS WORLD
SHOW CAR
VOLKS WORLD
24-25 March 2018
See it at the show!

Peter Nielsen's '54 Oval is not only a perfectly-executed Oldspeed resto, it's also quite literally dripping with more rare, period accessories than any VW we've seen. In fact, we're sure it's going to be one of the star attractions at Sandown Park this 24-25 March…

Words Paul Knight **Photos** Dokke Sahertian

Extra! Extra! Read all about it!

A 21·040
1200

I first met Peter at Le Bug Show in Belgium way back in 2004. I was immediately drawn to his superb Oval, hence we struck up a conversation and he explained that it had taken him 12 hours to drive from his hometown of Silkeborg in Denmark, which is quite an adventure in a vintage VW. At that point the car was running a Judson supercharger and was fitted with some pretty cool period goodies.

Having bumped into Peter at various events over the years, it wasn't until 2014 that I next had a chance to really catch up to talk through the changes he had made to the car. By that point, the Judson motor had been replaced (due to a broken crankshaft) with an Oldspeed 1341cc unit but, more importantly, Peter had amassed an amazing collection of accessories – I remember thinking 'this car simply couldn't get any better'. However, I was wrong…

Then, towards the end of 2015 Peter decided to treat the bodywork to a thorough overhaul hence, when he recently mentioned that he had finished the resto, I knew it would be something to share with the readers of *VolksWorld* magazine.

Where it all began

Thirty-eight year-old Peter was introduced to the world of air-cooled VWs when a family friend took him to a VW event way back in 1995 – a year later he bought his first VW, which just happens to be the very same car you see here.

The car had previously been restored at home, it looked great and also proved to be a reliable daily-driver. In fact, Peter wasn't afraid to clock up the miles in his Oval, gathering quite a hoard of trophies (and accessories!) along the way.

However, after 18 years of driving to events across Scandinavia (not to mention the occasional trip South to Germany, Belgium and The Netherlands), the car was starting to show its age and Peter decided it was time to treat his trusty Bug to the restoration it really deserved.

Body beautiful

Peter is a body guy by trade therefore he wasn't afraid to get stuck in. The first job was to part the body from the chassis and strip it down to the bare bones so he could see exactly what he was dealing with. As Peter explained: "There were some crazy repairs from the '90s to deal with, and I decided to fit a pair of NOS doors and a pair of NOS front quarter panels, which I had purchased a few years ago." Chatting with Peter, it soon became clear that he'd cut no corners, as he was intent on making this car as close to perfect as he could manage. Alongside the numerous NOS panels, Peter also sourced top-quality replacement sheet metal from Wolfparts (wolfparts.com) and Virtanen Restoration Panels (restorationpanels.com) and ensured that all repairs were butt-welded and properly finished. This time round he wanted the car to be show quality throughout, hence every inch of the car was prepared to the highest possible standard. Just check out the finish beneath the wheel arches… the underside of this Bug is every bit as good as the topside.

Once he was happy with the body it was handed to MH Autolakering where it was refinished in L456 Ruby Red. Whilst this hue

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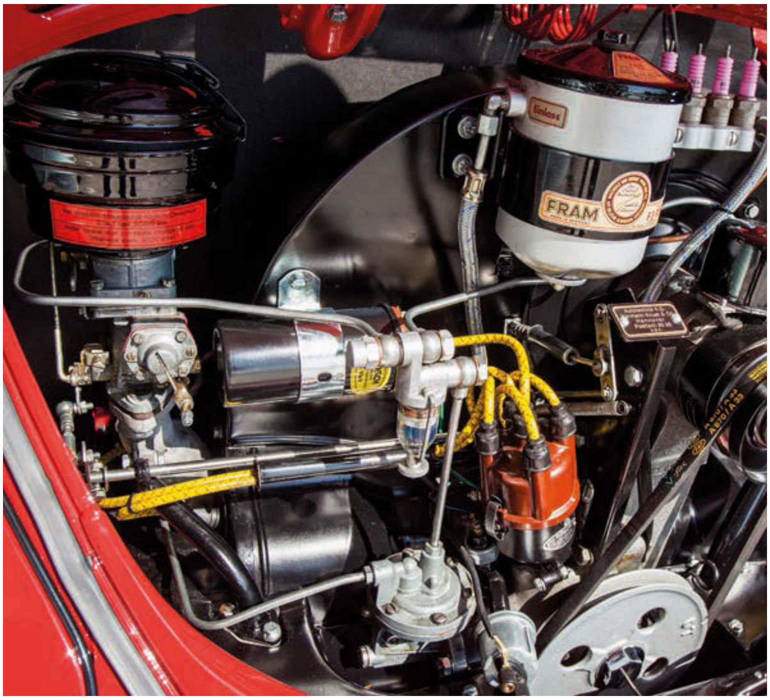
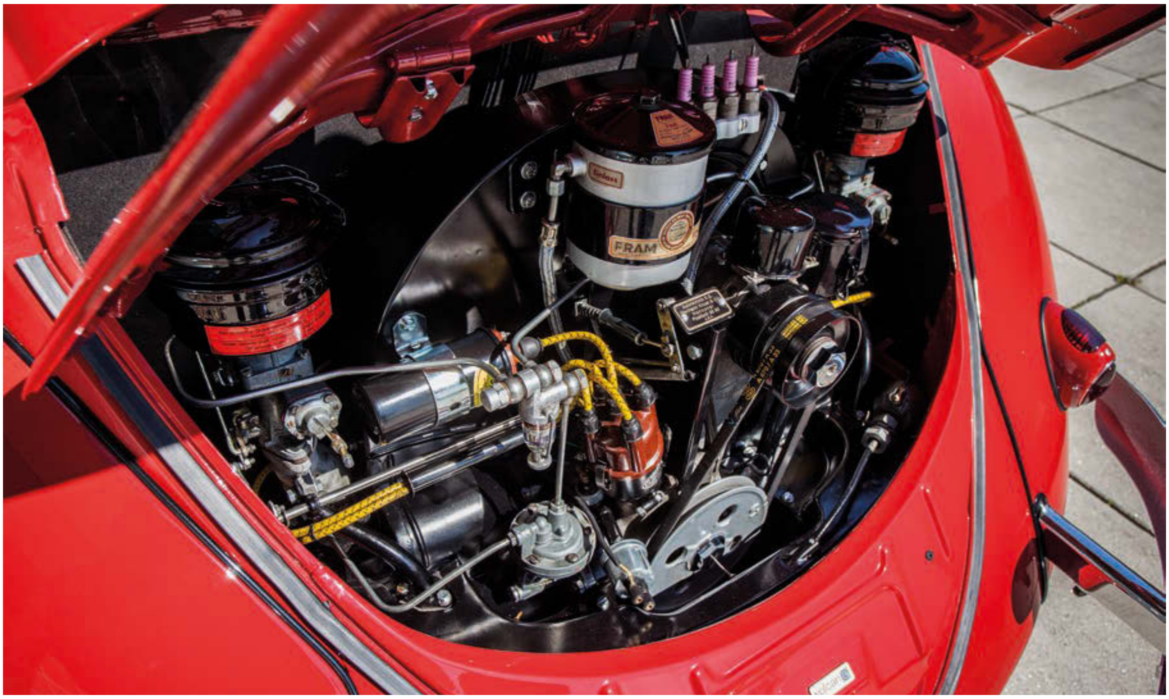


^ Autotechnik Express dual-carb kit dominates the engine bay. Note also the Fram bypass oil filter kit and the Bosch 010 distributor

> "it was time to treat his trusty Bug to the restoration it really deserved"



1341cc 'stroker' motor produces an impressive 61hp. Note the pre-A Porsche 356 pulley and crank/cable driven transmitter (right), which sends an rpm signal to the tachometer inside the car

TECH INFO

BODY
1954 Type 117 (three-fold sunroof) painted L456 Ruby Red

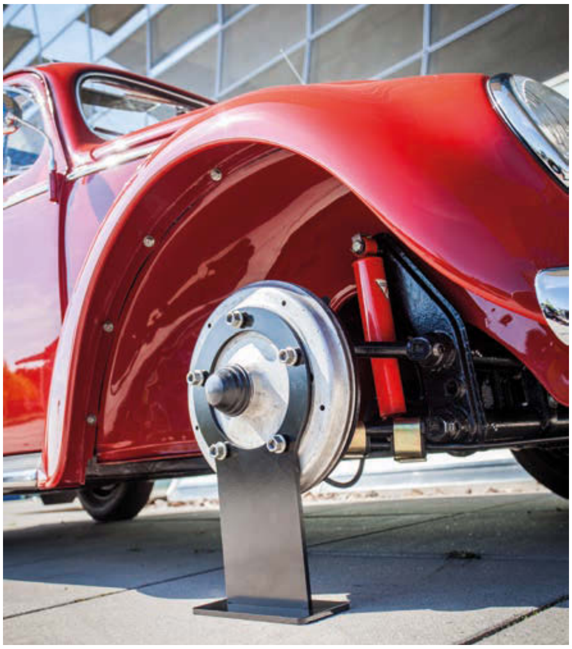
ENGINE
30hp industrial case fitted with 72mm DPR stroker crankshaft (1341cc) and custom-ground camshaft; reworked single-port heads (33x30 valves), 8.2:1 compression; Autotechnik Express dual carb kit; Abarth four-tip rear system; power 61hp@4700rpm (105ft lb torque)

GEARBOX
Overhauled 1954 split-case / swing axle 1200cc transmission

BRAKES
Porsche 356A drum brakes with polished aluminium drums

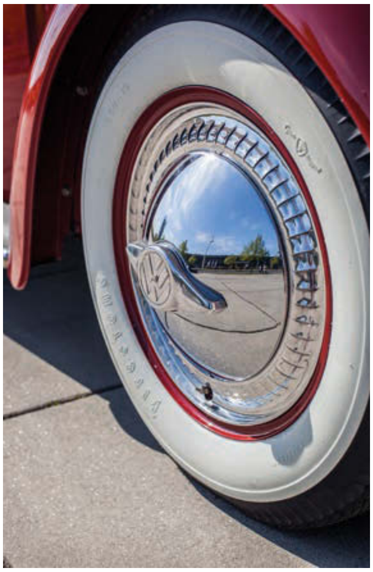
SUSPENSION
Original front beam with adjuster;

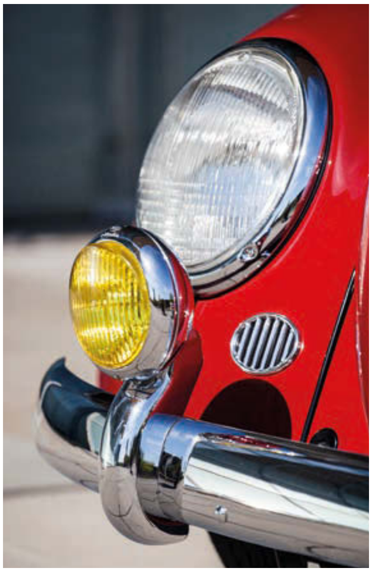
WHEELS & TYRES
Blasted/restored 4.5x15 steel rims with Firestone 5.60x15 bias-ply whitewalls; CK 'Turbo' trim rings and domed hubcaps with VW-logo faux-spinners



Inner 'arches are finished to the same standard as the exterior bodywork! Note Porsche 356A brakes with aluminium drums

How cool is the Hella over-rider / spotlight conversion kit?





CK 'Turbo' beauty rings, domed hubcaps and VW-logo 'spinners' are out of this world

didn't appear in the '54 colour range (it's actually a '60s VW colour), Peter had always loved Ruby Red, and that's what counts at the end of the day.

Underneath the 'arches

Whilst the body was away being painted, Peter turned his attention to the chassis. "There was a little rust in the rear corners of the floor pans, which I repaired before repainting the whole chassis in gloss black," he explained. The original split-case gearbox was deemed 'good-to-go' and was therefore cleaned, detailed and refitted with new mounts and an Empi camber compensator. Up front, the original beam was overhauled and refinished before Peter fitted up a set of Porsche 356A brakes (with polished aluminium drums) and a set of Koni dampers. Incidentally, the beam is fitted with adjusters, which have dropped the ride height by an inch or so – essentially just enough to level the 'nose-high' stance.

> "There were some crazy repairs from the '90s to deal with"

The original steel wheels were blasted and repainted before being fitted with a set of Firestone 5.60-15 bias-ply tyres with a 2.75in whitewall. However, it's the CK 'Turbo' trim rings and those unique domed hubcaps with VW-embossed faux-spinners that catch the attention of show goers.

Completing the chassis is a pretty special motor, which had actually started life as a 30hp industrial unit. Peter's friend, Ulrik Thomsen, helped to fit a period 72mm DPR stroker crankshaft, which has been dynamically balanced along with the lightened flywheel and factory conrods. Coupled with original 77mm pistons, the motor now measures 1341cc.

VDO fuel sender is another useful period extra

Elegant 100mm 'cog' fuel cap is, erm, part of the car's standard kit

Hazet spare wheel tool kit is always a desirable Beetle accessory

SMC
RESERVERAD
VW

THE BUILD

After 18 years of visiting shows across Europe, Peter wanted to treat his Beetle to the restoration it deserved

The body was taken off the chassis so the various sketchy repairs from the '90s could be put right. It also gave Peter the opportunity to fit a pair of NOS doors and front quarter panels

Peter tackled a few bits of rust on the chassis before painting everything gloss black. The original split-case gearbox was detailed and refitted with new mounts and an Empi camber compensator

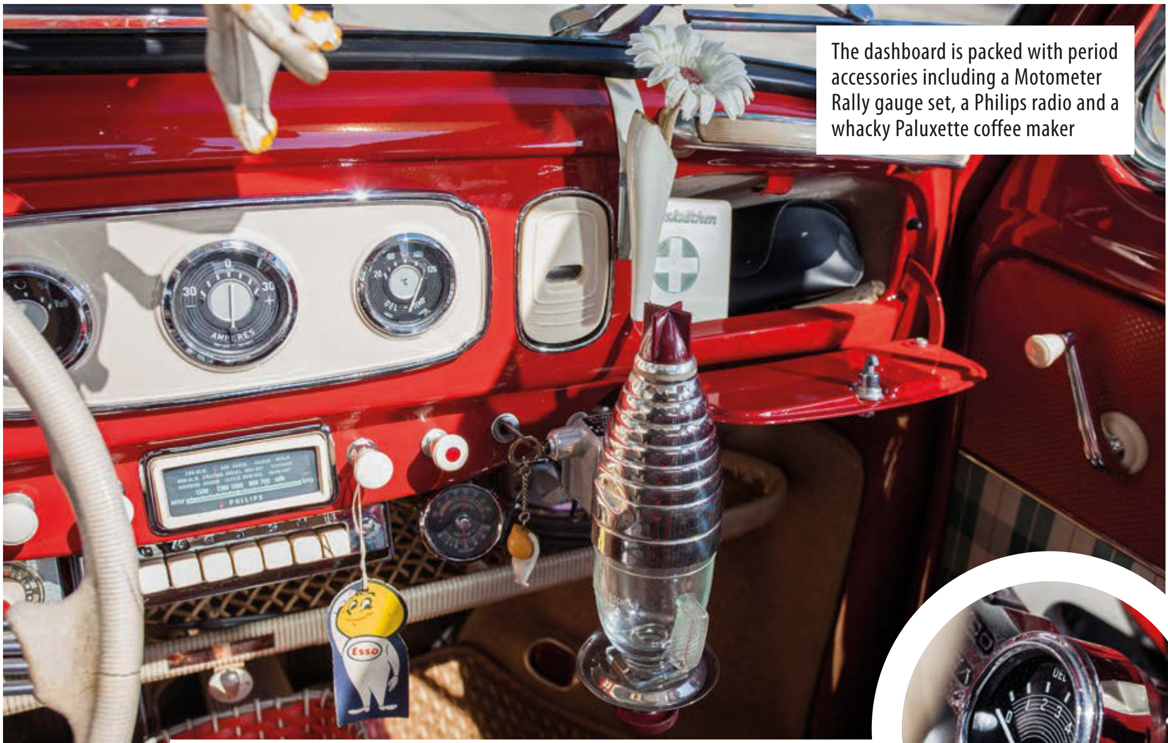
The objective here? To make the body as close to perfect as he could get

It was a case of going back over what had been done before and doing everything just a bit better

Just check out the mirror-like finish under here and those colour matching Koni shocks

The car didn't start off Ruby Red and in fact it's a much later hue. But who cares, it's what Peter wanted

This is the bit that takes all the time, but it's a process that needs to be done properly



The dashboard is packed with period accessories including a Motometer Rally gauge set, a Philips radio and a whacky Paluxette coffee maker

This rare VDO oil pressure gauge/ mount is fitted to the steering column

Philips radio is period-correct and is hooked up to a pair of speaker pods located on the Bambus parcel shelf

This reserve fuel tap extension lever is another cool, period accessory

Ulrik fitted a reground camshaft sourced via Mr. Okrasa and reworked the cylinder heads (with 33mm inlet- and 30mm exhaust-valves) before setting the compression ratio at 8.2:1.

Tucked behind the fan shroud is an Okrasa oil cooler, and we love the Porsche 356-style Fram bypass oil filter mounted front-centre in the engine bay. However, it's the superb and incredibly rare Autotechnik Express dual carb kit that really stands out. With twin Solex 32PCI carbs wearing the correct oil bath 'strap over' air filters, solid fuel lines (with glass filter), and an original Autotechnik plaque mounted on the linkage kit, it's a nice set-up.

Other goodies include a 'shroud-mounted spare spark plug holder, Porsche 356 crankshaft pulley and oil filler, Bosch 010 distributor, crank-driven tacho cable (hooked to a sender unit, which transmits the signal to the VDO tachometer beneath the dashboard) and a home-brewed Abarth four-tip rear system.

Not only does this package look great, it also runs well, producing an impressive 61hp at 4700rpm (and 105ft lb of torque).

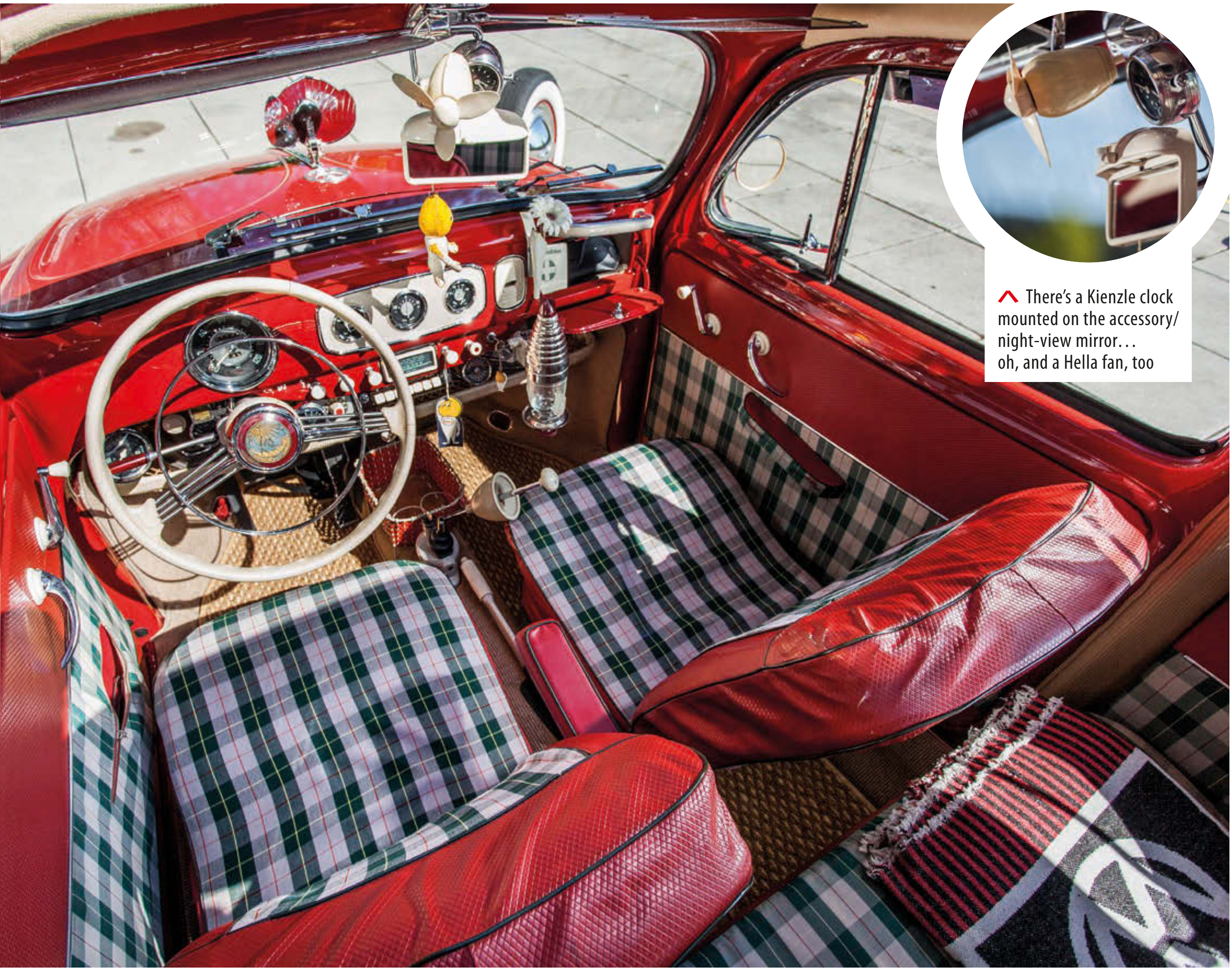
Reunification

The fun really began when Peter refitted the body, as he could then start to bolt up some of the neat accessories that make this car such a thing of beauty. The most obvious external addition must be the Foxcraft fender skirts, which just suit the overall theme of this car perfectly. While we're at the rear, did you spot the US-spec 'bubble' lenses fitted into the Euro 'heart' tail light units, or how about those chrome bumper iron covers? Speaking of the bumpers, how cool are those Happich overriders, which now support a Hella reverse light and a red-lens version, which acts as a third brake light. Then there are the VW-logo mudguards, chromed number plate light and the individual aluminium vent trims beneath the rear window.

Moving forward along the side of the car you'll find a fabulous set of pop-out rear windows, a pair of rain deflectors / sun guards over the door windows and a Hella search light with integral mirror. On the scuttle is a chromed window washer, however you have to check out those amazing, articulated 'full-sweep' wiper arms – they truly are out of this world! And then, there's that beautiful bug deflector in the middle of the bonnet.

An inside job

Morten Højby fitted a mohair cover to the original three-fold sunroof and also treated the car to a fresh headliner before Peter set about installing the carpets and, of course, those funky seats. The original front seats now fold flat thanks to a set of Hüls seat



There's a Kienzle clock mounted on the accessory/night-view mirror… oh, and a Hella fan, too

Interior trim is a very rare 1950s Lillesø kit, which was produced in Denmark. A superb Petri two-spoke steering wheel with full-circle horn ring and sundial horn push dominates the dashboard

recliners and there's a centre armrest, but it's those super rare, Danish-made Lillesø accessory seat covers that immediately catch the eye when peering inside this rolling museum of period VW extras.

And so, let's run through at least some of the countless additions inside Peter's Oval. The most obvious is probably the Petri steering wheel with the full circle horn ring and sundial horn button, but behind that is a red illuminated semaphore switch and, mounted to the left of the steering column, is a VDO cylinder head temperature gauge, while on the right is a VDO oil pressure gauge. Beneath the dash (left to right) you'll find a VDO 5000rpm tacho, an oil change (mileage) reminder, a Helphos 'squeezy' windscreen washer bottle, a VDO speed warning unit (which buzzes when you

This accessory grab handle is illuminated (note the switch on the left hand side)

That's an ashtray mounted to the folding gear lever

"Danish-made Lillesø accessory seat covers immediately catch the eye when peering inside this rolling museum of period VW extras"

^ 1200/VW logo mudflaps are hard to find… but hey, we'd expect nothing less!

exceed the selected speed), a radio preset selector (for the Philips radio above) a Motometer interior/exterior temperature gauge and that fabulous glass and chrome Paluxette coffee maker.

On the dash itself you'll find the trip-meter speedo ('54 spec), a Motometer rally gauge set (fuel level, amps, oil temp) and a bud vase, plus there's an illuminated grab handle mounted above the glovebox. 'Up top' there's a neat VDO/Kienzle illuminated mirror and clock set-up with a Hella fan, which keeps the driver cool in the summer.

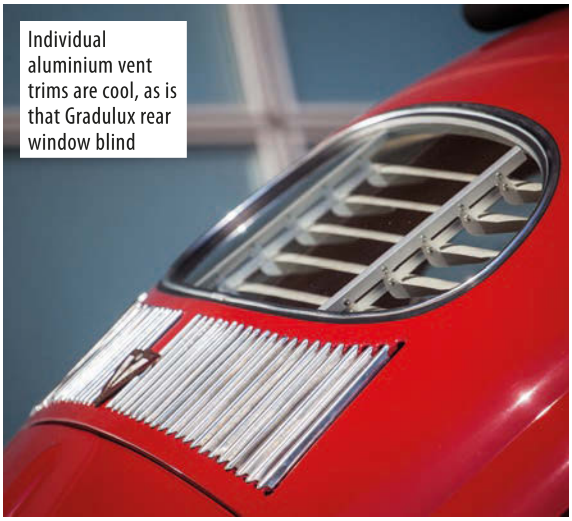
And that's not all… Peter has also fitted a cruiser accelerator pedal and a Bambus parcel shelf, which just happens to be a great place to position a pair of period speaker pods. Oh, and if look carefully you'll also spot the reserve fuel tap extension lever, which is mounted beneath the parcel shelf.

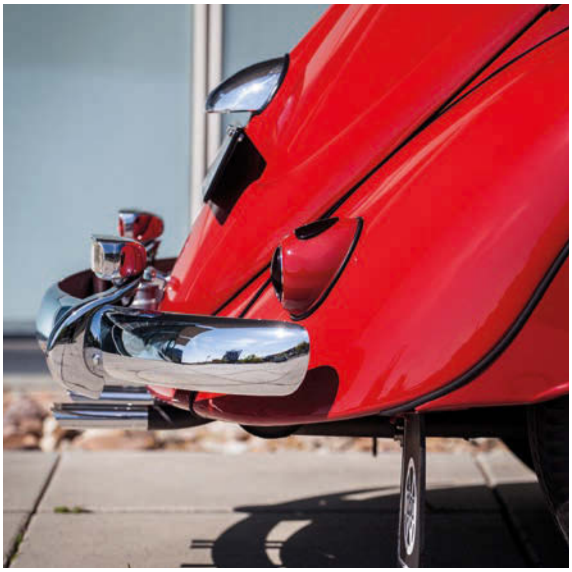
On the transmission tunnel is a period basket (perfect for holding your mobile phone/road trip snacks), a Dehne folding gear lever with a shift-pattern gear knob and a Schenk ashtray and a Sperrwolf shift lock. Yes, we'd agree that gear lever-mounted ashtray is a quirky idea, but the ability to lock your car in gear is a great security feature. And, if you're wondering why you'd ever want a folding gear shifter, we should remind you about the Hüls recliners on the seats... After all, if you were planning on folding the seats flat in order to sleep/spend the evening in your VW with your partner (perhaps looking at the stars through the superbly-restored sunroof), then you might just appreciate a gear lever that can be folded flat, too…

You can see now why we've got this down as one of the stand-out cars at The *VolksWorld* Show on 24-25 March (www.volksworldshows.com) – so don't miss it!

Thanks
Peter would like to thank Ulrik Thomsen, Jens Grønbæk, Michael Nørholm, Bjarke Borg, Tomas Nielsen and Brian Hansen for all their help

> “Foxcraft fender skirts, suit the overall theme of this car perfectly”


Individual aluminium vent trims are cool, as is that Gradulux rear window blind



^ Foxcraft fender skirts, heart tail lights with US-spec 'bubble' lenses and Happich bumper guards with Hella reverse/brake light units

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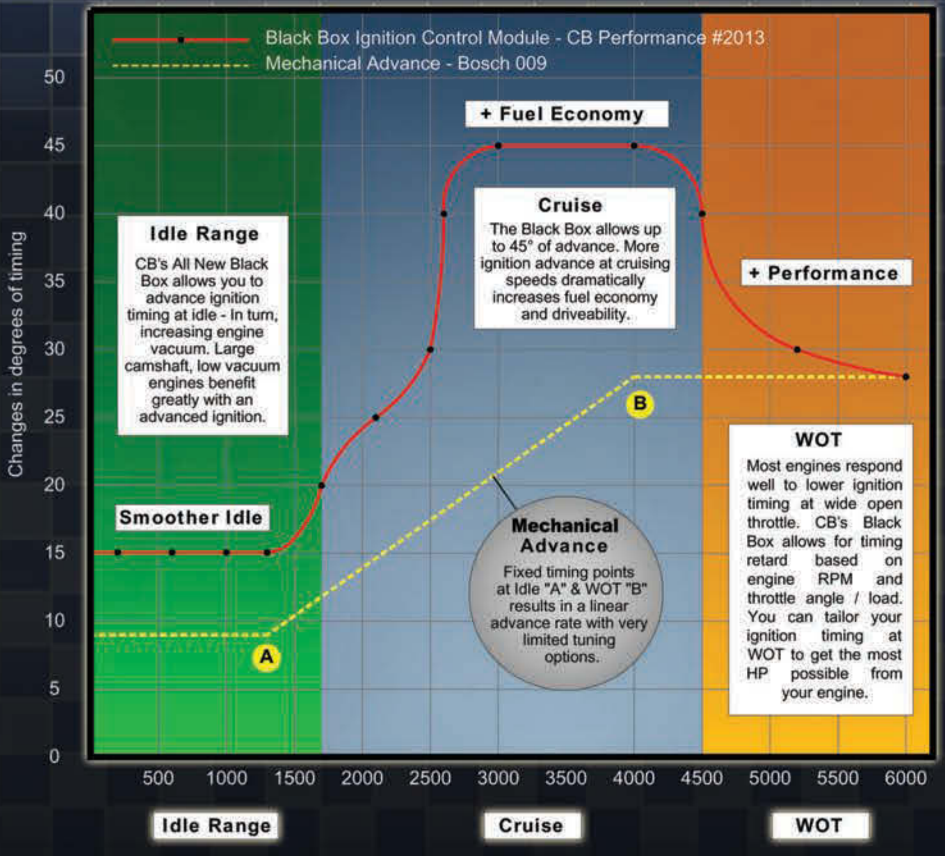

Idle Range

CB's All New Black Box allows you to advance ignition timing at idle - In turn, increasing engine vacuum. Large camshaft, low vacuum engines benefit greatly with an advanced ignition.

Cruise

The Black Box allows up to 45° of advance. More ignition advance at cruising speeds dramatically increases fuel economy and driveability.

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WOT

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Special doesn’t even come close

Back in 1950, the highest percentage of exported Hebmüllers went to Switzerland. Today, just 157 are known globally, 58 being 1950 cars, of which 11 are Swiss. This just happens to be one of them but, as you’ll see, a host of cool modifications make this car even more outstanding

Words Ivan McCutcheon **Photos** Niels Timmerman/*AirMighty*

If there's a classic Volkswagen everyone fantasizes about owning, it's the Hebmüller Roadster. Sadly, the chance of your dream becoming a reality is going to be down to either a lot of luck or hard work, as they don't come up for sale often and when they do you'll need plenty of cash in your account. There are always exceptions to any rule though, and occasionally you hear the odd story of someone having a result and scoring a car at a price that makes you continue thinking, *hopefully one day...*

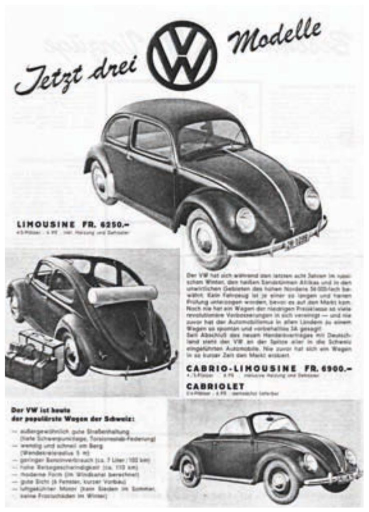
Roman Haltiner from Buchs in Switzerland had been thinking exactly the same thing since he first fell under the air-cooled VW spell as a teenager. Now 36, Roman has not only gone on to enjoy VWs as a pastime but has chosen a career that involves them, too; he works for Cagero, the biggest classic VW parts specialist in Switzerland. But then his passion will be understandable when we tell you his father, Peter, is a classic car restoration specialist. Peter's company focuses on British icons from the likes of Jaguar, so Roman grew up around priceless classics. More crucially, his love for VWs can also be traced back to his childhood and, more precisely, to the car you see here.

Family fortunes

This 1950 is just one in a long line of air-cooled Volkswagens Roman has been involved with. He's restored a 1966 Type 2, built another Bus of the same vintage with Lamborghini orange paint and a tuned engine before moving on to a 1957 Oval Ragtop Beetle. His next project, a 1959 Double Cab Pick-Up that he's owned for five years, is already waiting in the wings. Now, we said the Heb' here figured in his childhood and actually it had been in his family a decade before he was born. So why then didn't it register? If an ultra rare coachbuilt '50s jewel like this was in your garage, you'd know about it, right? Well, not really, because crazy as it sounds Roman never thought of it technically as a car; for him it was a stripped down project that would always need restoring. In fact, it was stored up on a mezzanine in the garage, which probably added allure to the curious young lad's mind.

How the Heb' ended up there in the first place is intriguing in itself, as Roman explains: "When my dad was 22 years-old in 1972, he drove a Sunbeam cabriolet. A friend of his, who wanted a cabriolet, liked it and asked my dad to find one for him. He started looking and ending up buying a Beetle convertible. He admitted it looked a bit strange, but it was a cabriolet none the less. His friend bought the car and drove home listening to the original Telefunken IB50 radio. The Beetle needed work so they started to disassemble it straight away. The problem was, his friend was impatient and wasn't willing to wait for the work to be done on the VW and said he would prefer to buy my dad's Sunbeam instead." Obviously his father decided to let the Sunbeam go, but you'll like hearing what Roman had to say about the transaction. "By this time my dad had found out what the strange VW was and he was happy to work out a deal." We bet he was!

> "for him it was a stripped down project that would always need restoring"



Jetzt drei VW Modelle

LIMOUSINE FR. 6250.–

CABRIO-LIMOUSINE FR. 6900.–

CABRIOLET

Der VW ist heute
der populärste Wagen der Schweiz:

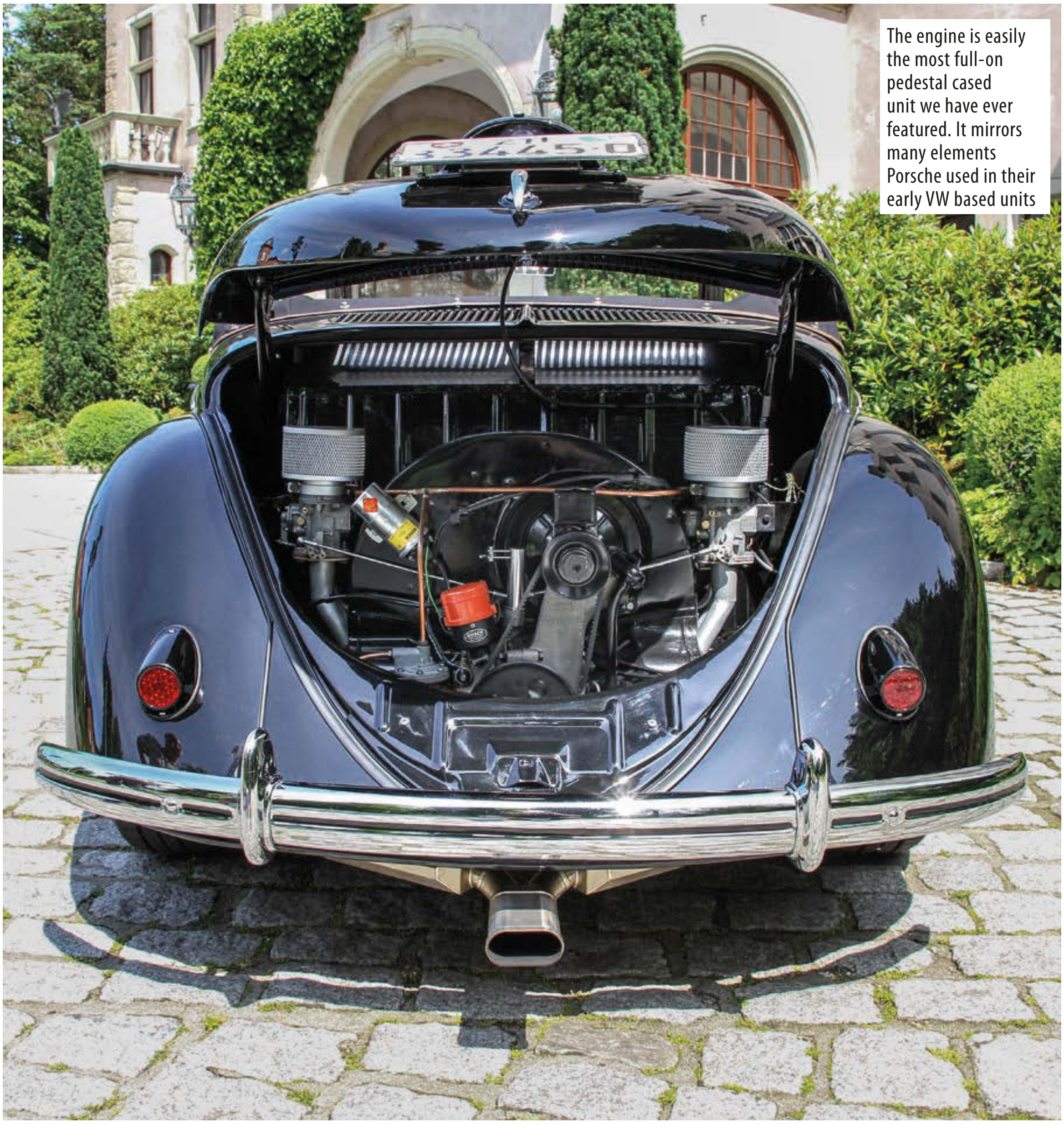
TECH INFO

BODY

1950 Hebmüller Type 14A Roadster Cabriolet painted in its original L41 Black and L60 Ivory

ENGINE

1131cc case machined to take 74mm crankshaft and 80mm Porsche barrels and pistons bringing it up to 1488cc; Okrasa cylinder heads with 32mm exhaust and 35mm intake valves; polished and ported heads – compression ratio of 10:1; Pre-A Porsche 256 connecting rods with 22mm gudgeon pins; Stage 2 camshaft; 1.25:1 ratio rockers worked by shortened stock VW push rods; chamfered edge cam gears with centre groove; Schadek 26mm oil pump with a Denzel full flow cover; repro Porsche 356 Gmünd oil sump; external Cagero under-floor oil cooler; lightened flywheel; 40mm Solex PICB carbs with Okrasa head intakes; Knecht/Solex air filters; custom 8mm fuel lines; Bosch VE4BRS383 distributor; stainless steel Sebring style exhaust from Vintage Speed



The engine is easily the most full-on pedestal cased unit we have ever featured. It mirrors many elements Porsche used in their early VW based units

Export brew

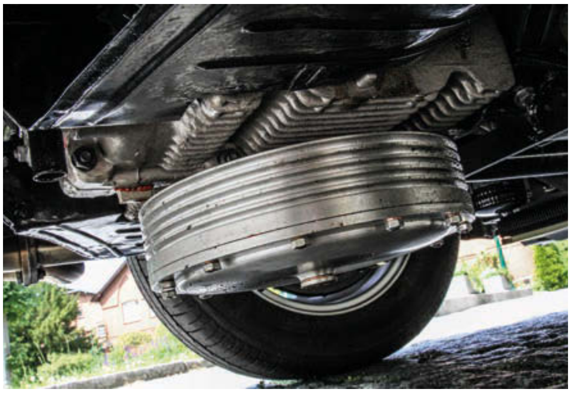
The Swiss played a very big role in the history of the Type 14A Hebmüller Roadster Cabriolet. Already proving himself as a great choice to head the fledgling company, Heinz Nordhoff, had started paving the Volkswagen path to world domination and this included adding two further Type 1 export based models to the range. The first to be signed off by Nordhoff was the Type 14A Hebmüller Roadster Cabriolet two-seater in April 1949. To leave Wolfsburg free to keep pumping out as many Beetles as possible, it was essential the new car be produced by an outside contractor and Karosseriewerke Joseph Hebmüller Söhne of Wülfrath near Wuppertal was the company chosen. Prior to giving the go ahead for the Type 14A Hebmüller, Nordhoff must have viewed his decision with confidence thanks to an order for 25 units placed in February 1949 by Walter Haefner of Automobil-und Motoren AG (AMAG), the Swiss VW importer based in Buchs, Switzerland. Based on his positive reaction to a pre-production prototype he had seen whilst visiting Wolfsburg, in placing his order Haefner accelerated the path to production. AMAG had become highly valued as a prominent associate of VW, with Haefner seeing the potential in the Volkswagen. In fact, he approached the British Army, still in control of the VW factory at the time, and secured the contract as the official Swiss VW importer on 29 April 1948. As one of the first export markets, and with rapidly booming sales, the foreign currency obtained was a major boost to Volkswagen's buying power.

> "he wanted the Hebmüller how he wanted it, end of!"

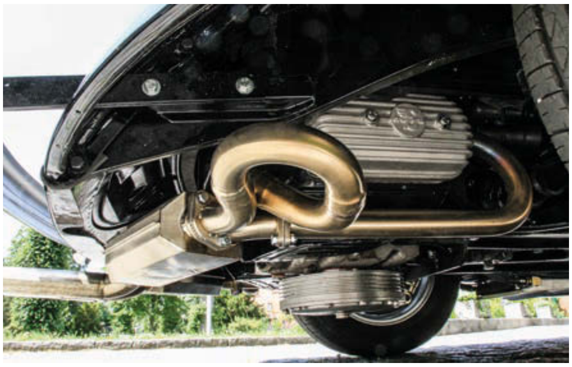
Salon selected

The perfect stage upon which Walter Haefner could reach the greatest audience and attract any prospective Swiss customers for the new Beetle Roadster was obvious… the 19th Geneva Auto Salon. The problem

Sebring style central tail pipe is backed up by a honking full-house mouse motor



Reproduction of the Porsche 356 Gmünd Sump by Speedwell USA



Not what you expect to discover lurking under a Heb, but it's far from a nasty shock. Although it could be to the stock flock!

was the motor show was being held in less than a month, between 17-27 March 1949 and as no plans were in place for Volkswagen or Hebmüller to take a stand at the show, the logistics of the launch would be handled by AMAG. The next issue was the car itself, because as we've already stated, production had not begun. Only one solution was on hand; VW would provide the latest pre-production prototype.

Last minute though it was, the AMAG launch of the new VW Hebmüller went ahead and with great success as, after 10 days at the Geneva motor show, Haefner's second order for 40 more cars was placed. Did it matter the car on show wasn't actually a Hebmüller but the work of the design and prototype department workshops at Wolfsburg? Not if the Swiss buyers weren't told. What mattered was they were signed up and deposits were paid long before series production commenced in June 1949.

A further 50 Hebmüllers were ready to be transported from Wülfrath to Switzerland by train at the end of 1950. We've included the classic photograph of these cars in staggered lines in front of the factory ready to be dispatched on the previous page, and Roman's is sure to be one of them.

Sadly, the original order from VW for 2000 units placed by Nordhoff was never to be achieved, as production only ran from June '49 to the end of 1950. In total just 696 were built.

Stock it's not!

Today just 58 Hebmüllers built in 1950 are known and this is sure to make what we are about to say either leave you in shock or thinking yeah, that's really cool. Either way, Roman must be applauded for doing what he wanted rather than what people expected. And in truth, he probably didn't care less if anyone disagreed with his decision not to faithfully restore his Hebmüller back to standard spec. Roman wasn't

>

willing to be restricted, he wanted the Hebmüller how he wanted it, end of! And it has to be said, the work involved to achieve this was pretty epic.

Roman decided to ask his father if he could restore the car in 2012 and found he was more than happy to pass the car on to him. Roman told us, "When I got the car down from the first floor it was full of parts my father had collected over the years, which proved very helpful. At first, to be honest, as I started the stripdown, it didn't seem too bad. However, the deeper I got the more I found wrong with it. There was a lot of sheet metal welded over the heater channels. I think there were three layers on one of them. The body was welded to the floorpan and there were lots of Sixties fixes – by this I mean they had just welded a patch over the problem."

Undeterred, Roman ventured on. "I stripped all of the paint from the body and chassis so I could make certain I knew nothing would be missed. The new floorpans were spot-welded in the original position. I then rebuilt the chassis with powder coated brake, beam and suspension parts."

The body repairs were entrusted to Schaub Metalworks (www.schaub-metalworks.ch) who, Roman told us, "only took the job on because they had never done a Hebmüller." However, he's almost certain, given the amount of work involved, that they'd never agree to do another one. Indeed, Raphael Schaub was faced with a bodyshell needing the lower 40cm of every panel replacing or repairing. "I remember Raphael telling me a car in this condition should be thrown away," Roman painfully recalls. Thankfully, Raphael is highly skilled in metal work and this was demonstrated when he hand formed the numerous steel repair panels unavailable from specialists.

Whilst the body was under repair, Roman finished the chassis, fitting a non-syncro first gear Oval gearbox rather than the full-crash Split unit. The front suspension was revised with a 2in narrowed beam. The rear spring plates were turned to bring the car down to the desired ride height, four GAZ adjustable shocks were fitted and original aluminium Porsche 356B brake drums were added all round. The choice of wheels is perfect, Italian Tecnomagnesio alloys styled on Porsche 356 wheels. They are one-piece, 5x15in with +24mm ET, and at 5.5kg far lighter than 7kg 4in two-piece 356 steel wheels! Tyres are Bridgestone B250s; 165x65 R15 on the front and 185x65 R15 out back.

Porsche influences

The modifications made to the chassis were all part of Roman's plan, of course. He had fallen for an ethos a small group of guys would turn into a new movement

"I remember Raphael telling me a car in this condition should be thrown away"

TECH INFO

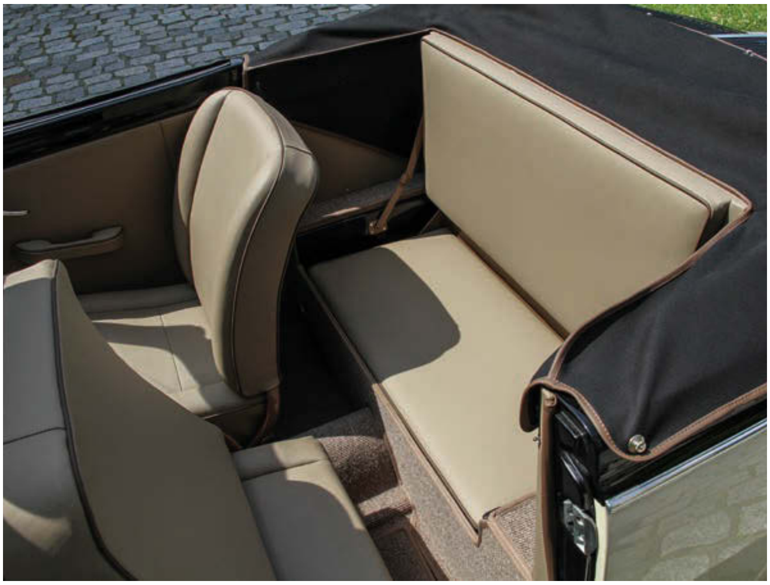
TRANSMISSION
Non-syncro first gear Oval gearbox to replace the full-crash Split unit

SUSPENSION
2in narrowed beam; rear spring plates moved a notch or so; GAZ adjustable shocks

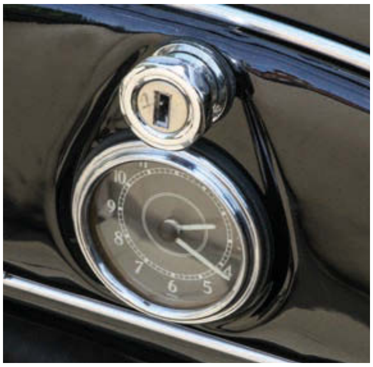
BRAKES
Original aluminium Porsche 356B brake drums all round

INTERIOR
Retrimmed to original specification

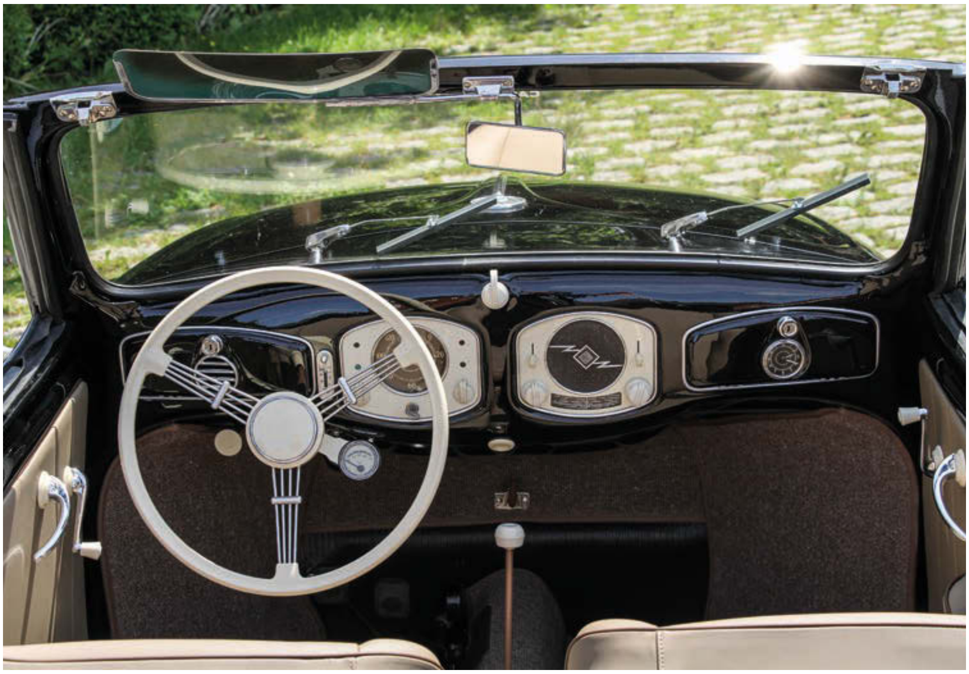
WHEELS & TYRES
Tecnomagnesio alloys styled on Porsche 356 wheels (5x15in with +24mm ET); Bridgestone B250s – 165x65 R15 on the front and 185x65 R15 out back



Marcus Raeke's faithful replication of the original the car would have been delivered with resulted in a sublime interior



Rare in the extreme, this scaled down VDO clock was Split specific and designed to be added when the original VW clock was lost due to the Telefunken radio being added



The dash is like a bucket list of the best and includes a Petri Banjo 'wheel, Split specific Dehne fuel gauge and locking glovebox lids

The powerpack for the rare Telefunken IB50 radio that came fitted in the car when Roman's father originally got it back in 1972

amongst the classic VW world – Vintage Speed. As he explains: "I had the idea for a Pre-A Porsche styled engine, so did a lot of research before ordering a custom made 74mm counterweighted crank as the heart for the new engine." Before moving on, we should highlight the fact the whole Vintage Speed thing is that you base your engine on the crankcase the car would have come with, in this case a 25bhp unit. This is where the magic happens as originally the 1131cc motor had a 64mm crankshaft and 75mm barrels and pistons so a lot of machine work is needed when far larger components are to be used. Roman ran through the details, saying: "I had to remove some material to allow for the big 74mm crank. I also milled open the bores for the new 80mm barrels and pistons. To add a full flow oil system I bored into the oil galleys to fit an adapted external Cagero under-floor oil cooler." The increase in capacity brings the motor up to the capacity of the Porsche Type 527 1500 engine of 1951, also based on the VW crankcase, at 1488cc. In terms of engine bore size, having conducted extensive R&D, Ferry Porsche stated the upper limit for the VW case is 80mm.

Early Porsche components were key elements to this build, so Roman used Pre-A connecting rods with 22mm gudgeon pins, Porsche pistons and rings. He also used a Stage 2 camshaft from Aircooled Research (aircooledresearch.com), as it's the closest to the Pre-A Super cam specifications. He machined the cam gears with a chamfered edge and center groove to ensure oil exits faster and there's less friction. The oil pump is a Schadek 26mm unit with a Denzel full flow cover. There's also a reproduction of the Porsche 356 Gmünd oil sump by the American company Speedwell. The flywheel was lightened by 30% to 7lb.

Rare carb diet

The top end of the engine is no less special, as it features original Okrasa cylinder heads with 32mm exhaust and 35mm intake valves. The heads have been ported and polished and given a three-angle valve job and matched to 37ccs to give a compression ratio of 10:1. A set of 1.25:1 ratio rockers by Speedwell are worked by shortened stock VW push rods.

Roman had to create his own manifolds, as there simply aren't any out there that mate rare 40mm Solex PICB carbs to Okrasa head intakes. The carbs are topped off with original Knecht/Solex 40 PICB air filters. Another fuel related issue was the Okrasa 6mm lines as Roman needed 8mm lines: again, the only solution here was to make his own. An original Bosch VE4BRS383 distributor, as used on early Porsches and Bosch 6-volt coil take care of the sparks.

The exhaust is one of the stainless steel Sebring style systems from Vintage Speed. The engine must be able to produce 60-70bhp, and that's a huge increase in power, but it wasn't going in the car yet!

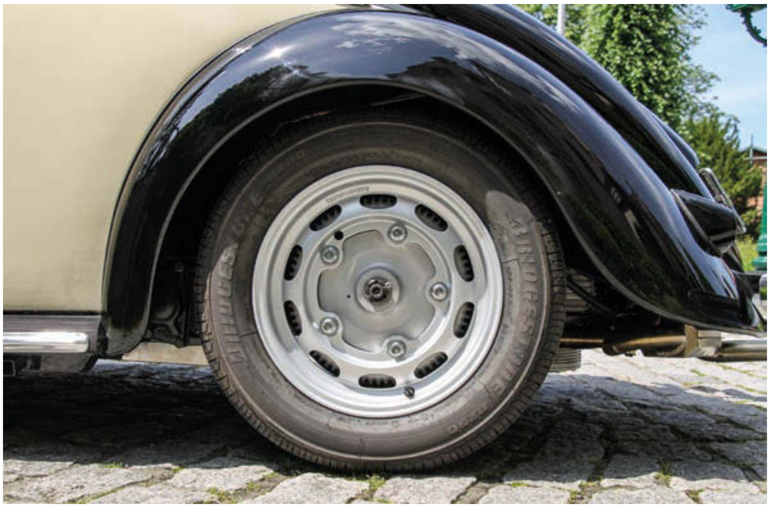
It took almost a year before the metal repairs were completed, but it's all been finished to an amazing standard. Once they had been done, Roman delivered the body to be painted; the colour scheme is as it was originally delivered – L41 Black and L60 Ivory.

The body was now ready to be married once again to the chassis but the engine and engine lid had to wait. The reason was that the leading vintage Volkswagen upholsterer, Marcus Raeke at Wagenmanufaktur, Hessisch Oldendorf, Germany was booked to take care of the trimming work and had asked that the rear was left open so he could stand in the engine bay whilst working on the car.

Wagenmanufaktur recreated the complete convertible roof, headliner, carpets, front and rear seat bench, door and interior side panels. On the subject of Marcus's work, Roman stated: "I think he has done more Hebmüllers than anyone else in the world. He did an amazing job."

The race is on!

After the car was ready to come back to Switzerland, it was clear it could be completed in time for HO17. Roman was keen to take it there, as it was an unknown car, but with two children and a busy job, it was tough finding time to work on the car. To add incentive, or pressure, Roman entered the Petermax Müller Gedächtnis Rennen from CSP to HO17. Two days before he needed to set off for Germany, thanks to the help of his friend, Daniel Gossweiler, the car was finished. "I only put 50km on the new engine before leaving but after the Petermax Müller Race you could say it was run-in," Roman explained somewhat apologetically. We don't know about you, but we think this is the perfect Hebmüller for today, and the next day, and all the ones after that. It's not stock, but God it rocks! ■



Technomagnesio 356-style lightweight alloys. 5" x 15" ET+24mm front and back bolted up to Porsche 356B aluminium drum brakes

TECNOMAGNESIO

Upgrades, such as the Porsche brakes, can be replaced with stock VW components should Roman decide to do so in future

Italian 356 style alloys were the perfect choice to fit the Hot Rod Heb Roman considered duty-bound to build

"It's not stock, but God it rocks!"

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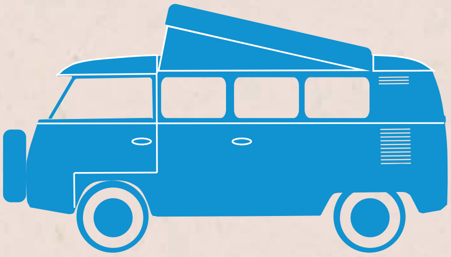

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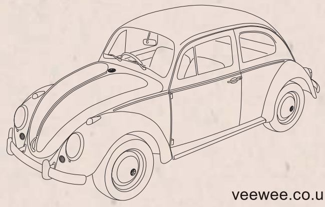

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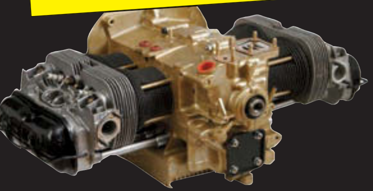
GOLD ENGINE



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Jack the giant slayer

Last summer, our friends at Just Kampers took part in the 90th Mille Miglia rally through Italy. They completed the whole four-day, 1,169-mile rally in a 1956 VW Beetle that they've dubbed *Jack the Giant Slayer*. Powered by an Okrasa-style Oldspeed motor, the Bug proved competent, reliable and an absolute blast to drive!

Words Josh Reynolds / Paul Knight **Photos** JK / Paul Knight

2018 VOLKS WORLD SHOW CAR

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"to be eligible, your vehicle must have been built before 1957 and fulfil strict criteria"

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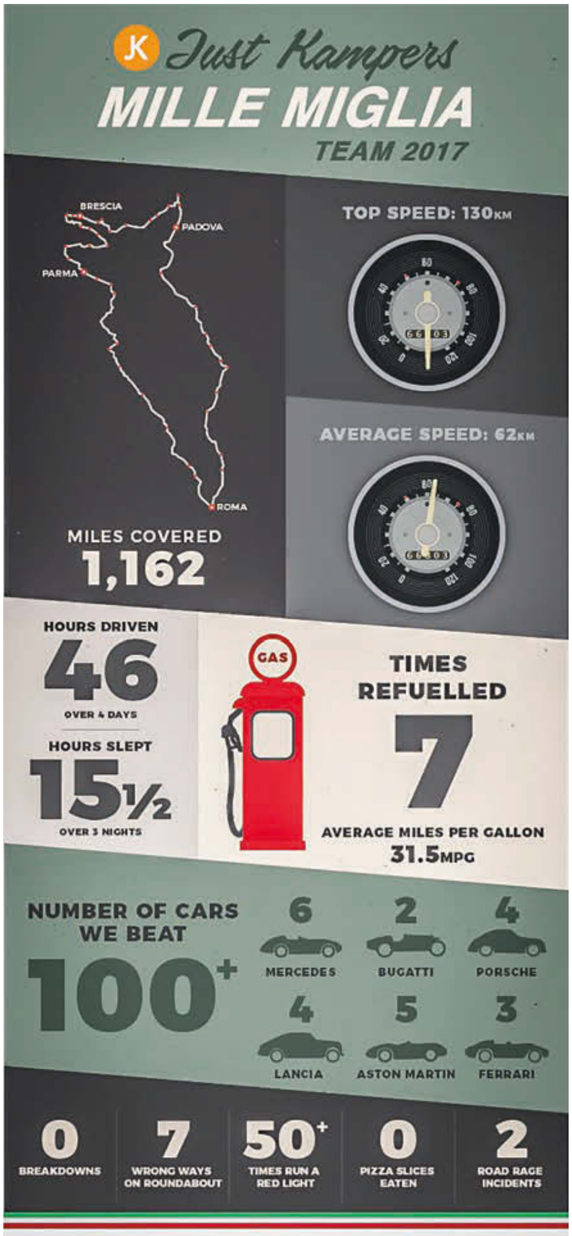
Mille Miglia 2017
Chiese

Often dubbed 'the most beautiful race in the world', the Mille Miglia is a 1,000-plus mile rally which takes place annually in Italy and has been a huge part of the country's rich motorsport history (since 1927). The rally receives a lot of media coverage and draws impressive crowds, with everyone hoping to catch a glimpse of classic machinery being driven hard along the spectacular route.

The rally starts in Brescia, Northern Italy, and then heads down the east side of the country to Rome, before heading back up the western side to Brescia again – all in just four days.

The exact route changes each year and the rally has become so popular that it generally attracts around four times more entrants than can actually take part. In order to be eligible, your vehicle must have been built before 1957 and fulfil strict criteria.

Last year, one of the entrants lucky enough to secure a place was Mark Reynolds. Mark is a classic car fan who founded Just Kampers (www.justkampers.com) in 1989, a name



that's well known in the VW community. We're sure everyone acknowledges that JK is one of the world's biggest suppliers of parts and accessories for VWs old and new, but it's great to see that they're 100% hardcore VW fans that enjoy nothing more than getting involved with all aspects of the VW scene.

Having spent most of his life in and around VW Beetles, the '56 was an obvious choice of vehicle for Mark and the newly formed JK Race Team, and something of a novelty for the event (which is typically full of exotica), we should add.

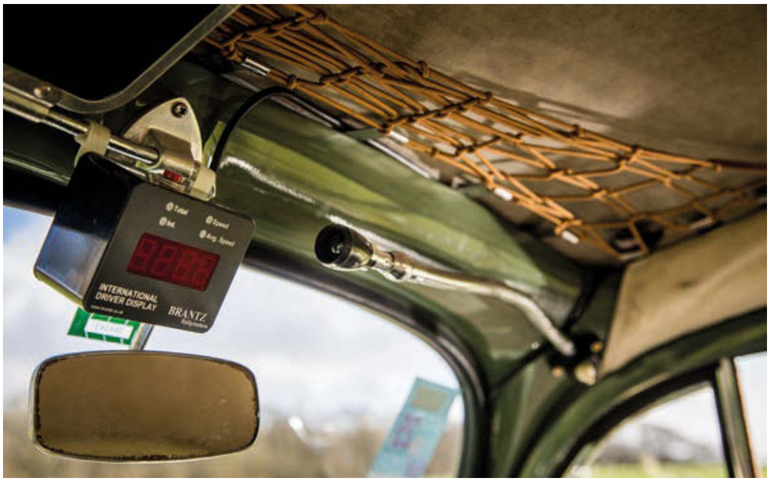
You don't know Jack

While it's rare for a Beetle to take part in the historic Mille Miglia, it's even rarer for one to finish – but that didn't put them off. The JK Race Team not only completed the rally, but finished in the top 50%. And the secret to their success? Teamwork and an Okrasa engine.

The Okrasa they had fitted is a replica of a famous TSV1300 race engine from the 1950s and using a period-correct engine and ancillaries like this allowed them to pass the scrutineering process without an issue. It also gave the Beetle considerably more than the standard 30hp you'd expect from a 1200cc engine. Indeed, once they'd seen what it could do, they named the Beetle Jack the Giant Slayer, confident it would be able to hold its own against some of the exotic vintage race cars they'd be up against.

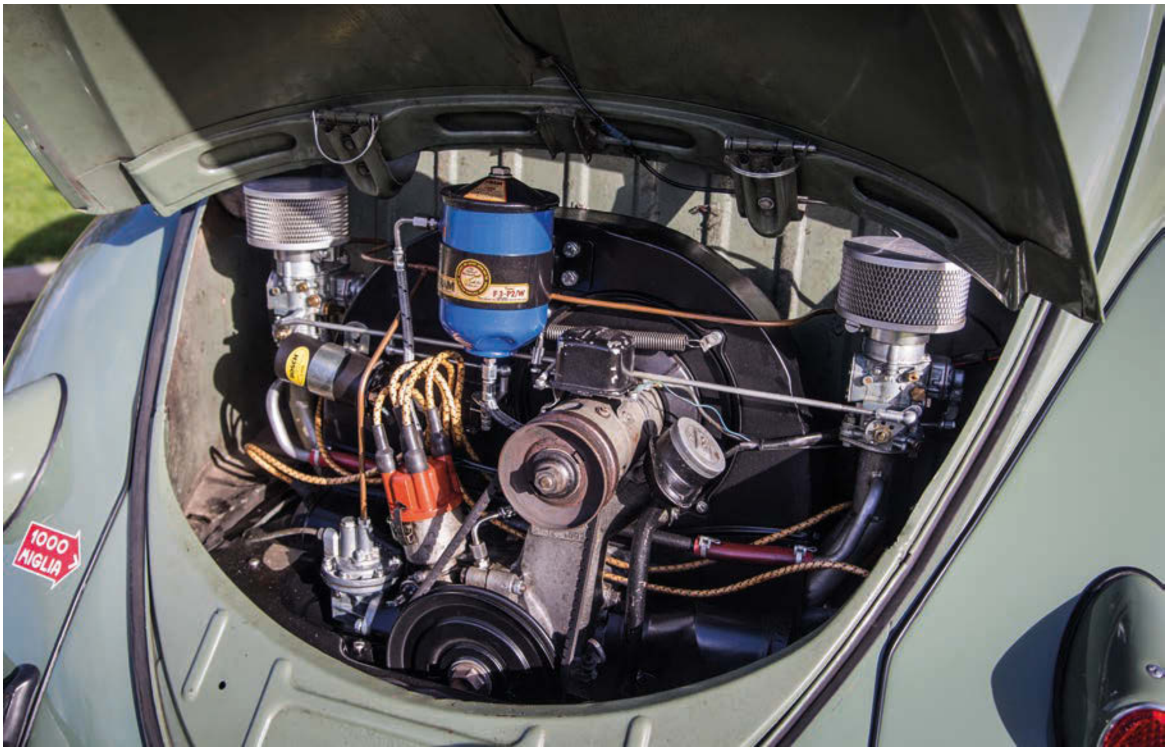
To be honest, since the Okrasa wasn't immediately obvious, the Beetle didn't seem to garner much attention in the official hangar before the race. While a lot of people seemed to like the Beetle, no one really fancied its chances… of course that all changed when they hit the open road.

From the moment they flew off the starting line and began the rally both Mark and Josh (his son and navigator), got the distinct impression that Jack the Giant Slayer had been waiting for this his whole life. Jack ate



Note the Brantz rally trip meter, a period map light purchased from eBay and a luggage net from the JK range

Other than the obligatory rally-spec fire extinguisher and a cruiser throttle pedal, the interior is largely stock-spec (and is due to be retrimmed in 2018)



Engine was assembled by James Calvert at Stateside Tuning and has proved to be incredibly reliable and quite powerful, too. Incidentally, the Okrasa-style engine kit used on this car can be purchased via Just Kampers

TECH INFO

ENGINE
1398cc 30hp-based motor built by James Calvert at Stateside Tuning based around a 69.5mm-stroke DPR crankshaft and 80mm pistons (with custom-machined small-end bushes in 30hp rods); Wolfsburg West Okrasa dual-port cylinder head conversion (7.5:1 compression ratio); dual Solex 32PBIC carburetors; Fram (356-style) bypass oil filter kit; Abarth 4-tip silencer

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"The Okrasa they had fitted is a replica of a famous TSV1300 race engine from the 1950s"

Left to right: Alex, Josh, Mark, Steve and Pete – aka Team JK! The guys had a blast on the Mille Miglia and Jack the Beetle proved to be a star!

TECH INFO

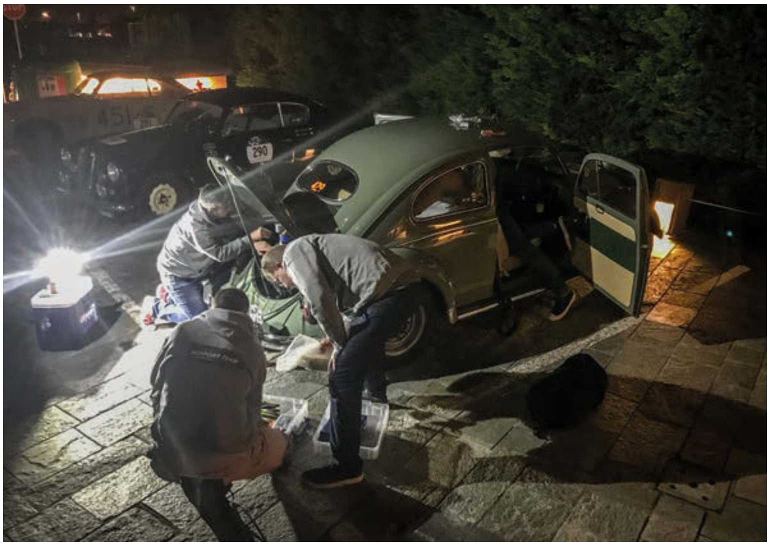
BODY
1956 LHD Oval window – restored to stock spec

SUSPENSION
Totally stock (as per regulations) but overhauled with quality parts such as Boge dampers and ZF track rod ends

BRAKES
Stock but rebuilt with FTE components

INTERIOR
Headlight stone guards; spotlights; repro Dehne LED fuel gauge; cruiser accelerator pedal; map light; rally stage timing equipment (and overhead avg. speed display etc); Aircooled Accessories 52mm tacho; map net

WHEELS & TYRES
JK Porsche-style slotted steel rims (5x15, 20.5mm offset, 5x205mm PCD) fitted with Continental 165/80R15 radial tyres



Midnight servicing outside the hotel after day 1. We're not sure the other hotel guests were particularly excited about the late night antics

Breakfast in Rome involved an oil top up for Jack and a bowl of cereal for the team

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> **“After the first day, word about Jack the Giant Slayer had clearly gotten out”**

up mile after mile of the Mille Miglia course without an issue, charging through towns and villages, rush hour traffic, botanical gardens, military air bases, medieval castles and the *autostrada* with a barely contained enthusiasm.

The team were able to overtake all sorts of amazing, rarely-seen race cars with ease, much to the amusement of the other drivers, who clearly hadn't expected the little Beetle to be quite so quick – it really was a giant slayer!

Making Friends

Since all the cars set off in numerical order each day, they often found themselves forming packs on the road and speeding around Italy together. As Josh told us: “Driving as part of one of these packs was hugely enjoyable, as it added a little friendly competition on a smaller scale, to see who'd be running out front and who'd be struggling to catch up.”

After the first day, word about Jack the Giant Slayer had clearly gotten out as other race teams began to approach Mark and Josh to ask, “What have you done to that thing?” The power of the Okrasa motor coupled with the rugged agility of the VW chassis was beginning to look like a great combination.

It wasn't just the other race teams who were impressed with Jack, though. Every town, village, and roundabout was full of people of all ages cheering, clapping, and encouraging the Beetle on. There were cries of ‘Maggiolino!’ (the Italian name for the Beetle) everywhere, followed by applause and laughter whenever Mark hit the vintage klaxon horn.

This lively, excited atmosphere really made the event special. No matter where they were in the country, or what time of day it was, there were always people standing or sitting by the roadside to watch the 460 classic race cars fly past. And we guess, when it's gone midnight and you've been driving since 8am, the sight of a small crowd willing you on must make a huge difference.

Highs and Lows

The Mille Miglia is famous not just for the quality and rarity of the cars that take part, but also for being incredibly challenging on car, driver and navigator. That said, being given the opportunity to drive at top chat through the stunning Italian countryside was an amazing

>

experience, and one that no one will forget. The route took them along the tiny residential streets of places like San Marino, up and down winding mountain passes and through the heart of Rome, all of which must have been truly incredible.

End game

Four solid days of rallying was mentally and physically draining, but it wasn't enough to break the team's spirits. The only thing that came close was the absolutely gigantic storm that broke over Rome as they arrived at the end of the second day which scattered the crowd who had gathered at the finish line. By the time Jack arrived the streets were empty, and the rain was so heavy they couldn't see the road signs or hear each other speak. Miraculously, they managed to find their way though the downpour and finally got to bed at around 1:30am.

They finished the event without a hitch and came 223rd out of 460 competitors. Initially their goal had been just to finish, then – as their confidence in Jack's abilities grew – their goal became 'to climb ten places'. They never imagined they'd climb over 200 places and end up in the top half of the field – a true testament to the preparation, hard work and sheer determination of everyone involved. Not to mention the input of a particular 1956 Beetle…

Thanks
Mark and Josh would like to thank the JK backup crew (Pete Dempsey, Alex Noel and Steve Gosling), Stateside Tuning (Okrasa build) and everyone that helped to make Jack's Mille Miglia adventure such a success.

> "They finished the event without a hitch and came 223rd out of 460 competitors"

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New parts from Paruzzi

# 20384

Pop-out latch knobs

The first generation Buses use these pop-out windows latch knobs on passenger and camper models.

# 71550

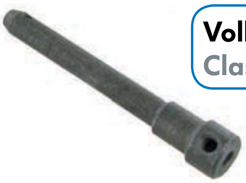
Starters for the Volkswagen Vanagon

We received many inquiries to provide starters for the Vanagons after 1986 and for the Diesel engines. So, we added these two starters, these are not overhauled parts but brand new productions. Both are now in stock at Paruzzi.

# 20950

Throttle cable connection rod

The throttle cable is not directly connected to the throttle linkage on the type 4 engine of the Bay Window Buses, it uses this extra throttle cable connection rod.

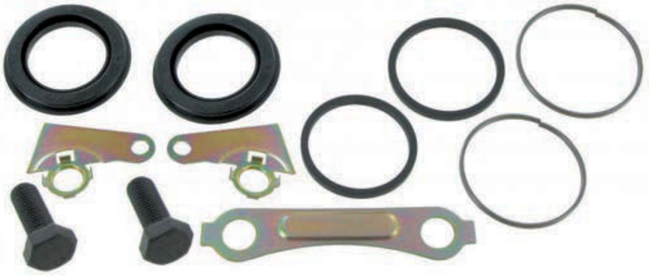


Volkswagen
Classic Parts

# 31246

VW type 3 brake caliper rebuild kit

Paruzzi teamed up with the German manufacturer FAG to produce this new kit for the VW type 3 that allows type 3 owners to rebuild their brake calipers.



# 03217

Oil cooler tin including seals

We had this type of oil cooler tin already available in chrome finish, now also in black paint to match the original specs.

# 23693

Complete cabin floor

The cabin floor of the VW Bus is very sensitive to wear and rust. The pedal holes and the throttle pedal mount are critical places. This new complete cabin floor is designed for the Brazilian or Mexican Bay Window, but it can be used on German Bay Window Buses with some modifications

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Stocky's Samba

When Mark Stockton first picked up this '63 Samba he had no idea that it would go on to become a ground-up, show quality restoration project. Here's how his story unfolds…

Words and photos Paul Knight

Mark's interest in all things VW began as a child when he was introduced to the legendary Herbie movies. He explained, "I'd been a fan for years, but it was only when I got my first company car that I was able to spend some of my hard earned cash on a weekend toy." And so began what can only be described as an extensive collection of cool VWs, which included a '60 RHD Devon Camper, a '70 Karmann Ghia cabriolet, a '70 Devon Camper, a '57 Microbus, a '59 lowlight Ghia, a '59 RHD Karmann cabriolet Bug, a'54 RHD Barndoor Kombi, a '70 Jeans Bug (which he sold to actor Ewan McGregor) plus a string of water-cooled VWs and a couple of Porsches, too – wow!

However, when it came to assembling the Samba you see here, Mark concedes that he had to slim the fleet somewhat, as a project of this calibre consumes funds at a worrying rate. He told us, "I bought it back in November 2013 and I have to admit that it was a bit of an emotion-led purchase." The Bus looked great and had been overhauled a few years earlier, however as time went on and Mark began to dig a little deeper, he soon realised that not all that glitters is indeed gold.

>

He continued, "my initial plan was to fit the GT gearbox, 2007cc motor and Porsche brakes, which I had in the garage. However, once it was up on the ramp and the belly pans were removed, I realised that it was going to need some additional welding, too."

Get on down

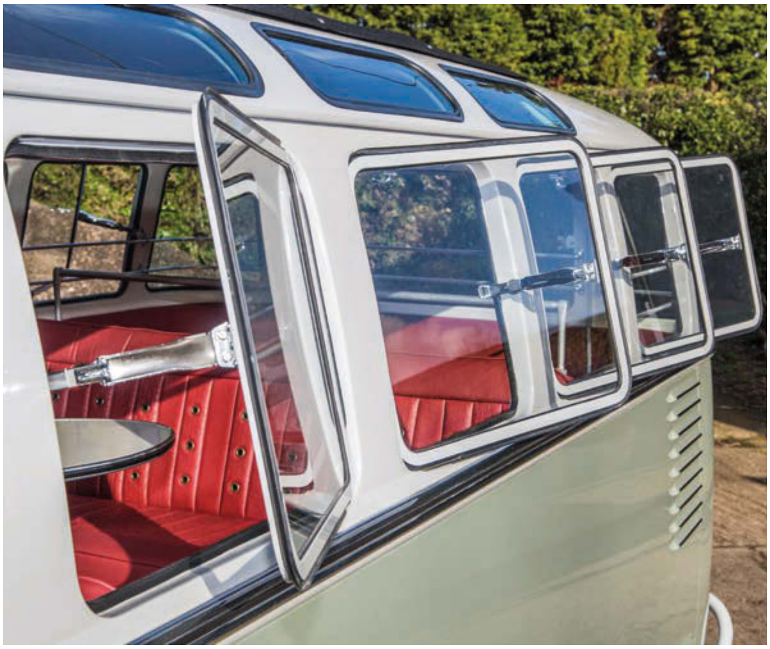
Before we get into the metalwork, let's check out the work that went into the suspension and running gear. Mark said, "I took the Bus to Matt Balls for some suspension and associated chassis work, which included fitting up a Dogback beam, plus a collection of other goodies from the likes of T2D." Matt notched the chassis and removed the IRS conversion, as Mark wanted to retrofit a swing-axle GT Beetle transmission (3.88:1 ring and pinion), which had been rebuilt by Peter Englezos at Cogbox. Next came a pair of race axles (to cope with the weight of the Bus and the power of the planned motor) and a pair of adjustable spring plates, which allowed them to mock-up the rear end. Up front, the steering box was raised and the aforementioned 3in narrowed/adjustable Dogback front beam was fitted along with a set of T2D flipped spindles. With the Porsche 944 brakes bolted up, the Bus was finally rolling again… but now Mark had to decide where to start with the rust they'd found.

Rustoration

One of the biggest issues when tackling a major project like this is that of logistics. Moving a van around the country can be a nightmare, hence Mark found he was calling Dan Chappell at Precious Metal on a fairly regular basis to book his flatbed transporter in order to move his Samba from one workshop to another. Mark explained, "Dan doesn't just move cars, he also repairs them, hence we had a chat and he agreed to tackle some of the metalwork, prior to delivering the Bus to Spike's Vintage Restorations for the next step in the resto."

This was late in 2014, and things were starting to move on apace. The chassis and lower body sections were sandblasted and the rust issues were fixed followed by repairs to the rusted-out cargo floors, chassis and outriggers, 'top-hat' section, both inner sills and the passenger-side outer sill. Mark also had

Wolfgang safari windows are fitted with 'long spoon' window latches



'One-eyed duck' keeps the wipers in check when the Safari windows are open

Deluxe trim, hinge-pin mirrors, door tops… the fit and finish is flawless throughout

Panel gaps are perfect and the body is arrow-straight – this is one high-class resto!

Bumpers are fitted with US-spec overriders and deluxe bumper trims the guys at Precious Metal graft a T25 engine hatch into the rear luggage area, which allows great access to the motor when tuning and servicing.

Body beautiful

Andy Finch and the crew at SVR certainly didn't mess around when it came to fixing the rust issues in the body of this Samba, and before long both sides had been removed along with pretty much all of the lower cab sheet metal and front-end panels. With every inch of rust removed, it was finally time to start repairing, fabricating and replacing panels – yep; things were about to get serious.

Mark commented, "one of the ugliest parts was the bulkhead, which Andy removed completely in order to fix the surrounding rust issues." Next, fresh inner front chassis rail sections were welded in place followed by a complete cab floor and, well, every cab-related panel you can think of!

The wheel wells were modified to accept a pair of Trailer Queen Resto's raised 'mini' front tubs and both the inner and outer valance panels were replaced, along with a large section of the nose panel, too. The dashboard had been hacked about in the past; hence a replacement centre section was sourced, whilst a fresh heater tube was fitted (front to rear) underneath the Bus.

Both front 'arches, rear corners, lower door sections and, of course, both the long and short side panels were also replaced… it's hard to describe just how much intensive metalworking has gone into it – suffice to say, the status of this project had clearly been raised from 'restoration' to 'show-stopper' by this point. Mark explained, "Andy Finch and the guys at SVR really went to town on the body so we decided to do something a little different by mixing some custom colours to make this Samba unique."

Build me up, Stocky

After literally hundreds of hours of preparation and refinishing, the body was finally finished and it was time to cover jobs such as the installation of the headliner and the glass. With 23 windows, four doors, a rear hatch and a sunroof, the list of rubbers and seals required to assemble a Samba is pretty extensive to say the least,

> "I have to admit that it was a bit of an emotion-led purchase"

TECH INFO

BODY
1963 23-window Deluxe Type 2; fully restored and painted in custom mixed green/white by Spike's Vintage Restorations

INTERIOR
Custom-built Singer-style embossed leather/vinyl with units designed and built by Airteriors / Kustom Life Space; rock and roll bed by Rusty Lee

ENGINE
2110cc motor by Harry Harpics; dual 44IDF Webers; stainless steel exhaust by Mike Haussmann; VW Gurgel fan shroud

WHEELS & TYRES
Porsche 6x16 front (with 165/50R16 tyres) and 7x16 rear (205/60R16), polished and detailed at SVR

SUSPENSION
Dogback narrowed/ adjustable beam; Type 2 Detectives flipped spindles; raised steering box; notched chassis; straight-axle conversion; adjustable spring plates (Balls'd)

but things soon started to take shape. With a fresh headliner fitted, a new wiring loom and a bevy of Autometer gauges installed it was time to ship the van to Harry Harpics to have the suspension aligned, the servo-assisted braking system completed and the oil cooler and fuel systems fitted in readiness for the stroker motor. Paul and Kyle Miller assembled a 2110cc engine based around a new AS41 magnesium crankcase and a Scat forged 82mm crankshaft with 5.5in H-beam rods and 90.5mm pistons. With a Web 218 camshaft, aluminium pushrods, 1.25:1 rockers, Scat D-port heads (with 40mm inlet and 37.5mm exhaust valves) and a compression ratio of 8.25:1, this motor is built with reliability and driveability in mind, providing plenty of usable power throughout the rev range.

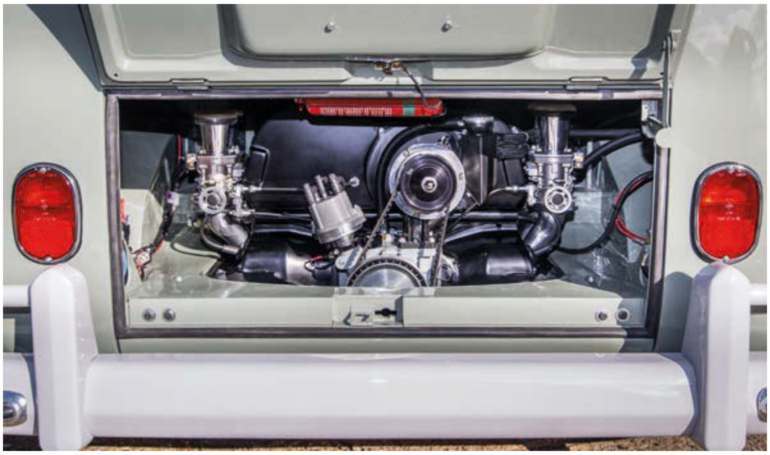
Other goodies include a Berg equaliser pulley, a CB Performance Magnaspark ignition kit (with ignition leads routed through a vintage-style tube on the fan housing), a relocated Berg oil breather kit and dual 44IDF Weber carbs, which are operated by a Sync Link throttle linkage kit. Incidentally, have you spotted that low profile fan housing? That's actually from a Brazilian-built Gurgel (a fibreglass bodied off-road VW) and has been perfectly painted along with the rest of the tinware by SVR. Speaking of paint, if you look carefully you'll notice the case itself has been painted to match the body… the detailing is simply amazing.

> "With 23 windows, four doors, a rear hatch and a sunroof, the list of rubbers and seals is pretty extensive"

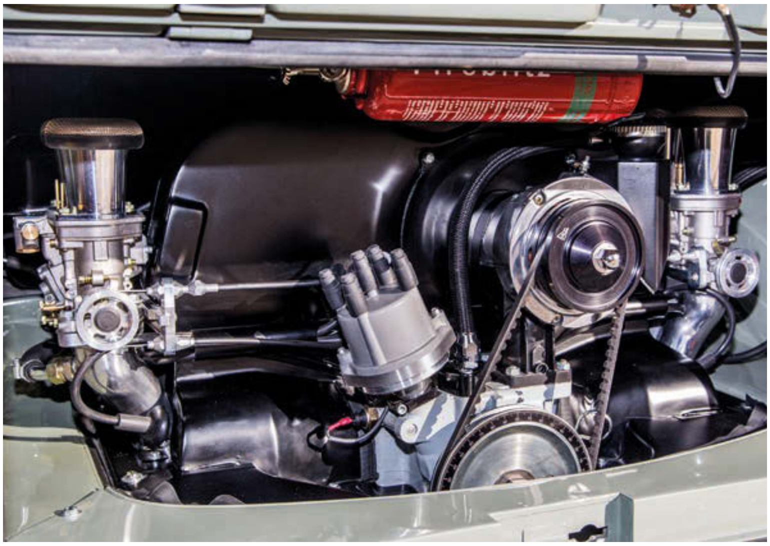
Finishing things off is a superb stainless steel 1.75in bore merged exhaust system, which was fabricated by Mike Haussmann and is designed to resemble a stock exhaust whilst delivering a rich, deep sound.

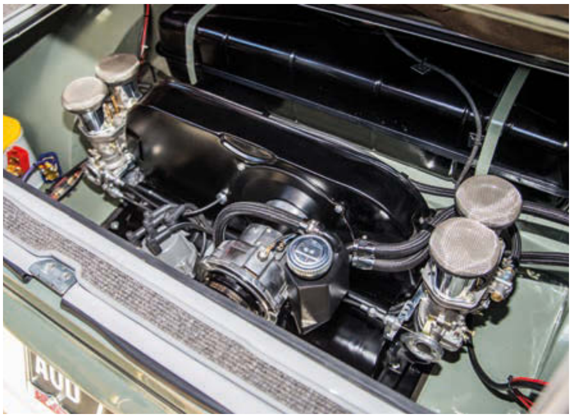
Inside job

Having already talked to Rusty Lee about the possibility of fabricating a custom rock and roll bed for the Samba, Mark went on to consider various options regarding the rest of the trim. He explained, "then I had a call from Rusty Lee explaining that a friend had seen the Samba online and wanted to offer his services regarding the rest of the interior." Mark was therefore put in touch with Nick Kaye from Airteriors / Kustom Life Space who sent over some images of previous work along with some sketches and ideas for Mark's Samba. To cut a long story short, the Bus received a full transformation, which included custom made cabinets that hide a wine cooler (yes, really) and a stealth sound system with backlit speakers tucked behind a Porsche 911 engine lid grille. Speaking of 911s, did you spot the Porsche rear light units in the bottom corners of the cabinets? These had to be heated up and reshaped to fit the profile properly, but now light up along with the other LED 'mood lighting' inside the Bus, which looks great at night. The Porsche theme continues onto the cushions, which are trimmed in the style of renowned



^ v 2110cc Type 1 motor was assembled by Paul and Kyle at Harry Harpics and provides plenty of usable power. Those Weber 44IDF carburettors are fitted with CB Performance velocity stacks and operated by a Sync Link throttle linkage kit





< The unusual, low profile fan housing is from a VW Gurgel (a fibreglass-bodied, off roader built in Brazil)

^ At the rear, Mark opted for wider (7x16) Fuchs, which are fitted with 205/60R16 tyres.

^ Up front, 6x16 Porsche Fuchs (with 165/50R16 tyres) are bolted to Porsche 944 brakes

THE BUILD

> This is precisely what you don't want to find at the start of your dream Bus restoration

< Much of the front nose was rebuilt but Mark says the worst area for rust was the bulkhead

> Grab the tin opener! Virtually every sheet of metal of the Bus was replaced, including both short and long side panels

< Taking shape, thanks to the metalwork skills of Andy Finch

> Rusted out door bottoms had to have new metal frames made

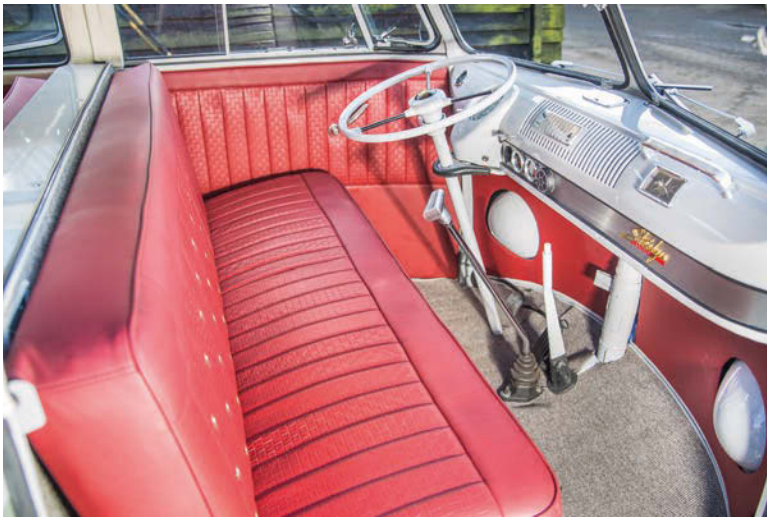
< A Type 25 engine hatch was cleverly grafted in to allow better access to the top of the engine

> We admit, this isn't exactly the kind of rig you can have in a council lock-up

< Spikes was responsible for the paint and the beautiful detailing on those Fuchs

> Dash had been butchered in the past, so new sections were carefully welded in

< Check out that unusual fan shroud. Stainless exhaust was made to resemble the stock item but have a meatier note



Seats and door panels have been trimmed 'Singer-style' in a combination of embossed leather and vinyl

That's right, when we caught up with Mark to photograph his Samba it had covered less than 10 miles since completion!

Autometer Sport-Comp tach is mounted overhead

Rear luggage area features a removable centre cushion, which provides access to the engine bay from above

Deluxe (Samba) models featured a clock on the passenger side of the dashboard

Barndoor-style, 3-spoke steering wheel has been painted to match the dashboard (albeit with satin black spokes)

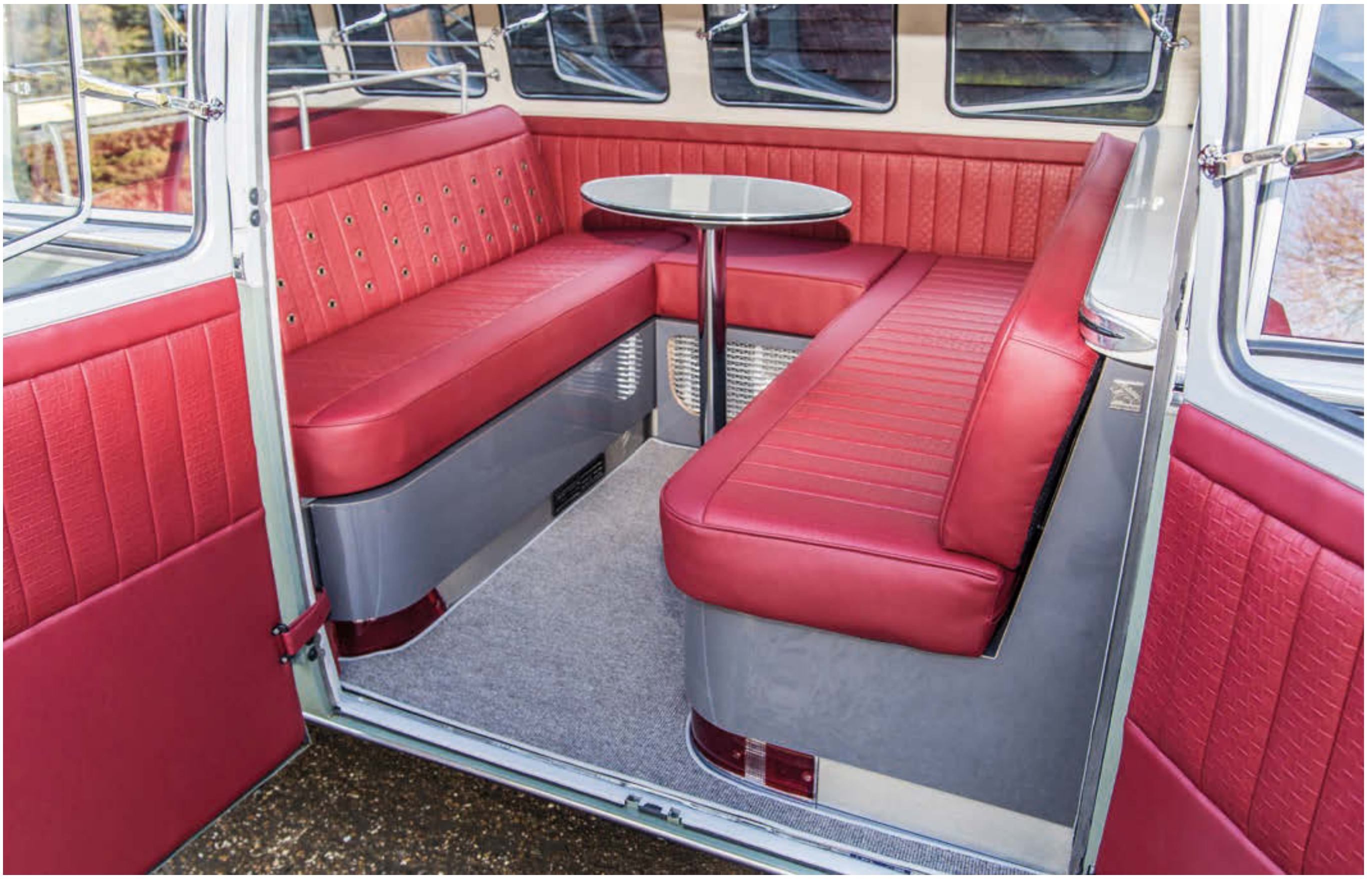
Note chromed radio blanking plate – audio is now provided by a hidden head unit controlled via Bluetooth-connected iPhone/iPod

There's a polished handle on the Gene Berg shifter

Porsche specialist Singer. A Singer-built Porsche is an awesome piece of kit, and the interiors are renowned for their style and quality. Therefore, Mark's seats and interior panels were trimmed in a combination of blood red embossed leather and vinyl with Alcantara inserts to seat the 'Singer-style' trim rings.

A custom table was fabricated and the sliding sunroof trimmed and finished before a Barndoor-style steering wheel was refinished and fitted in the cab. Next came a custom, brushed-aluminium panel beneath the dash, which is fitted with a one-off 'Stocky's Samba' badge. Other interior features include a hidden Bluetooth audio system, a Berg shifter and, in the rear of the Bus, a logo'd, removable cushion, which allows access to the engine bay hatch.

The inside of this Bus is a great place to be. The U-shaped seating area and removable table make it an ideal place to sit with friends whilst enjoying a glass of wine (from the cooler) and listening to some chilled out vibes, yet the seating quickly converts into a full-width bed when it's time to call it a day.



"By now, Mark could see the light at the end of the tunnel and his long-term project was almost complete"

The final countdown

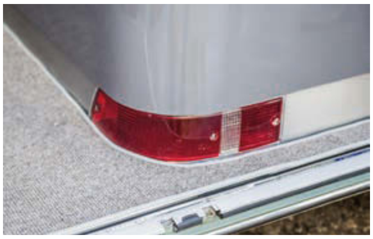
By now, Mark could see the light at the end of the tunnel and his long-term project was almost complete. SVR had a set of 16in Fuchs (6in front and 7in rear) fully polished before detailing them in gloss black. Fitted with 165/50R16 front and 205/60R16 rear tyres, this thing sits just right and has enough rubber on the ground to make the most of both the hot motor and the servo-assisted disc brakes.

The Bus was shipped to David and Shane at East Coast Classics for the final details and fine-tuning of various bits and pieces, and their attention to detail meant that some tasks were further developed along the way. Obviously, a ground-up build of this calibre requires plenty of fettling to achieve this level of perfection, but these guys stepped up to the challenge, eventually handing Mark a tip-top 23-window that was ready to roll. In closing, Mark told us: "I'd love to hit some shows with the Bus but I'm also itching to start a new project..." Hence, if you're in the market for a top-notch Samba and would like to find out more contact Mark's friend Darren at DMG Vintage Cars (www.dmgvintagecars.com, Darren@dmgvintagecars.com, 01728 635343). ■

^ < A Propex heater feeds the Porsche-sourced heater vent in the base of the rear seating unit.

The post-mounted table and centre cushion are removed when the rock and roll bed is extended.

Airteriors designed and installed the Porsche-themed interior… did you notice that the speaker grille is from a Porsche engine lid?



> Porsche 911 rear light units have been grafted into the seating units!

< Mark Stockton can't wait to hit some '18 VW shows with his sensational Samba

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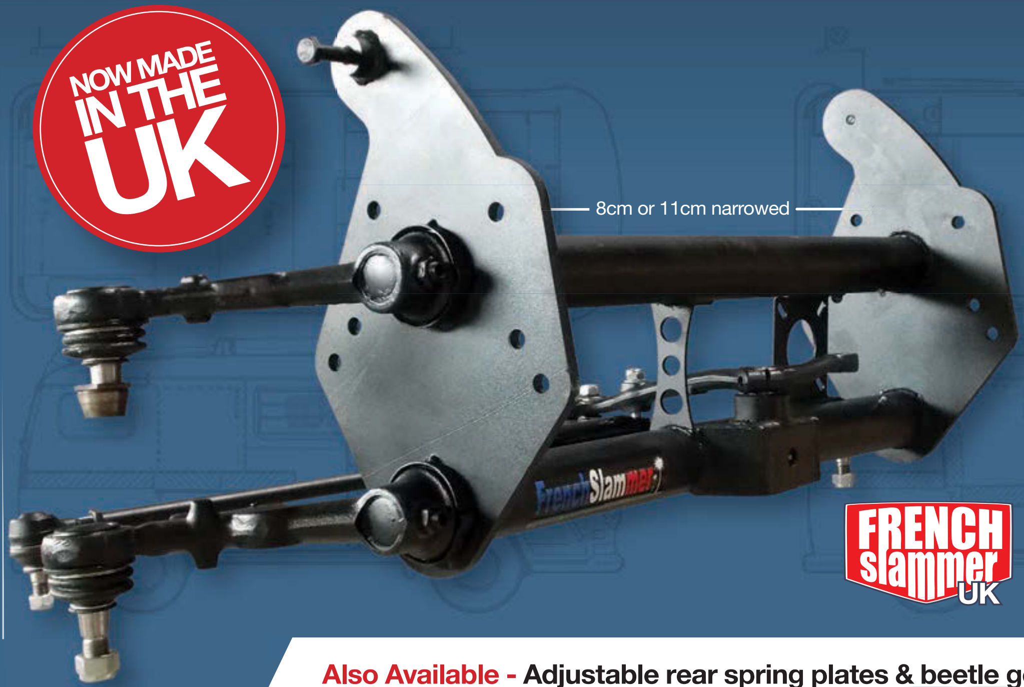

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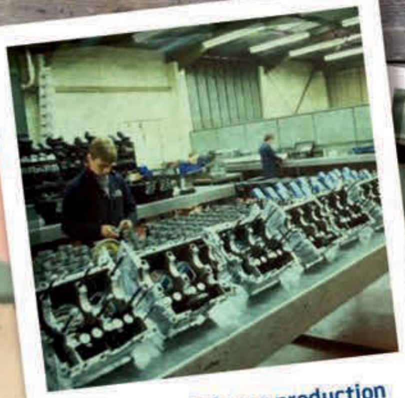

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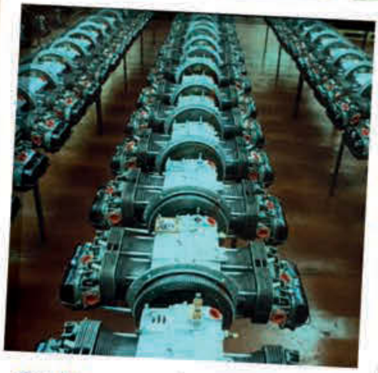

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It's a family 'Thing'

’52 Beetle owner Gavin Lee felt the time had come for his wife to drive a fun car as well. After all, she had been showing unwavering support for his VW interest for two decades. And so began the saga of this immaculate ’74 Thing which recently joined the famous DVKK club in British Columbia…

Words and Photos Stephan Szantai

VICTORIA
Beautiful British Columbia
EL1 61X
DOUGLAS VOLKSWAGEN

British Columbia, Canada, has been a hotbed of VW activity for decades, with one club in particular being highly influential locally: *Der Volksrennwagen Käfer Klub*, or DVKK for short. The Vancouver-based group finds its inspiration primarily in the California Look trend, hence the members' rides often run potent Weber 48IDA-fed engines. One of the most talked-about vehicles within the friendly gang remains Gavin Lee's 1952 Zwitter, an immaculate street-driven 2.3-litre monster. He even towed it all the way to the 2009 VW Classic in Southern California – a 2,600-mile roundtrip haul. Hardcore!

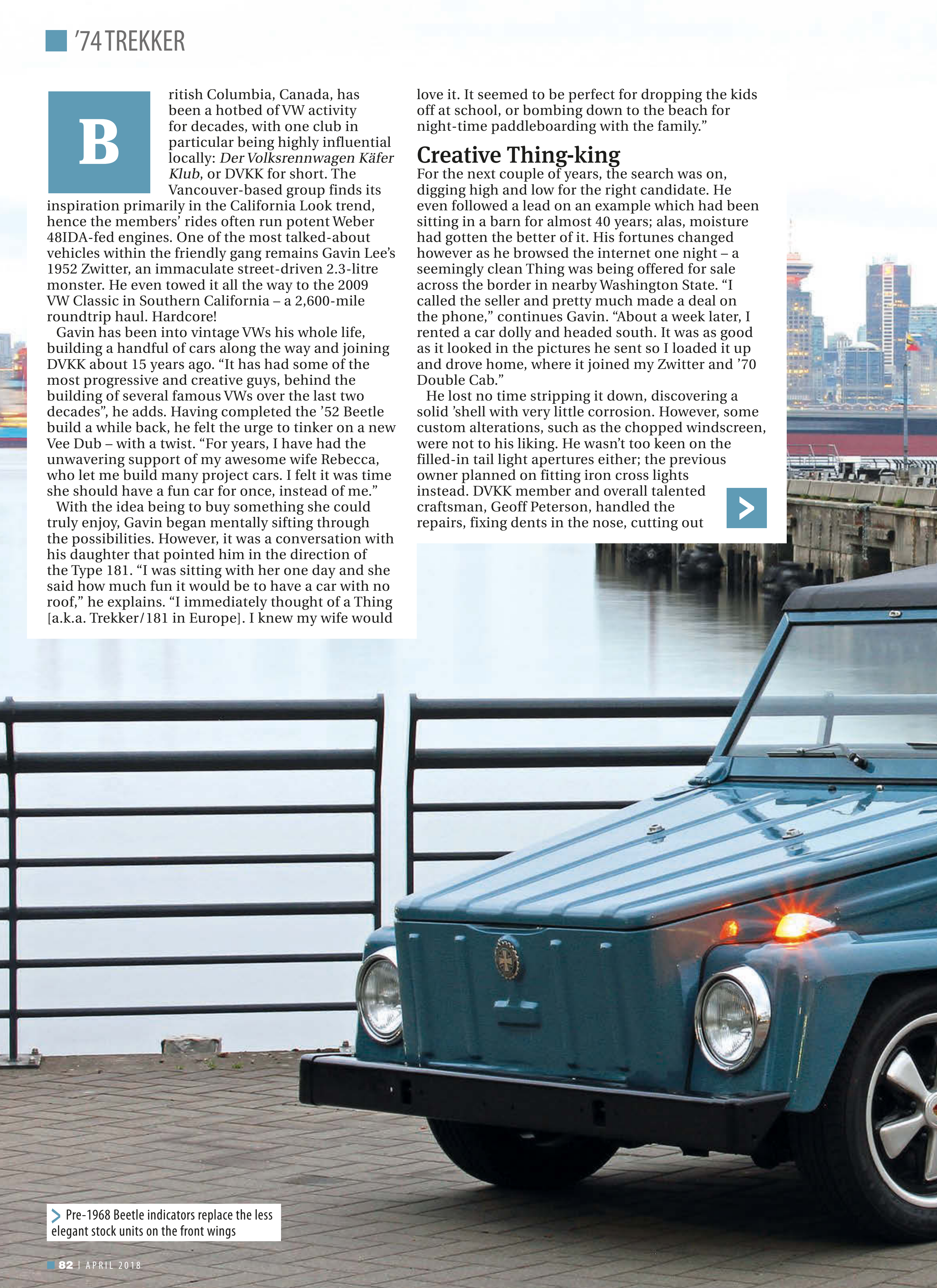
Gavin has been into vintage VWs his whole life, building a handful of cars along the way and joining DVKK about 15 years ago. "It has had some of the most progressive and creative guys, behind the building of several famous VWs over the last two decades", he adds. Having completed the '52 Beetle build a while back, he felt the urge to tinker on a new Vee Dub – with a twist. "For years, I have had the unwavering support of my awesome wife Rebecca, who let me build many project cars. I felt it was time she should have a fun car for once, instead of me."

With the idea being to buy something she could truly enjoy, Gavin began mentally sifting through the possibilities. However, it was a conversation with his daughter that pointed him in the direction of the Type 181. "I was sitting with her one day and she said how much fun it would be to have a car with no roof," he explains. "I immediately thought of a Thing [a.k.a. Trekker/181 in Europe]. I knew my wife would love it. It seemed to be perfect for dropping the kids off at school, or bombing down to the beach for night-time paddleboarding with the family."

Creative Thing-king

For the next couple of years, the search was on, digging high and low for the right candidate. He even followed a lead on an example which had been sitting in a barn for almost 40 years; alas, moisture had gotten the better of it. His fortunes changed however as he browsed the internet one night – a seemingly clean Thing was being offered for sale across the border in nearby Washington State. "I called the seller and pretty much made a deal on the phone," continues Gavin. "About a week later, I rented a car dolly and headed south. It was as good as it looked in the pictures he sent so I loaded it up and drove home, where it joined my Zwitter and '70 Double Cab."

He lost no time stripping it down, discovering a solid 'shell with very little corrosion. However, some custom alterations, such as the chopped windscreen, were not to his liking. He wasn't too keen on the filled-in tail light apertures either; the previous owner planned on fitting iron cross lights instead. DVKK member and overall talented craftsman, Geoff Peterson, handled the repairs, fixing dents in the nose, cutting out



Pre-1968 Beetle indicators replace the less elegant stock units on the front wings

“He lost no time stripping it down, discovering a solid 'shell with very little corrosion”

TECH INFO

BODY
Stock 1974 bodyshell; complete restoration; pre-1968 Beetle front indicators; Early Bay Window tail light conversion; VW Dove Blue paint

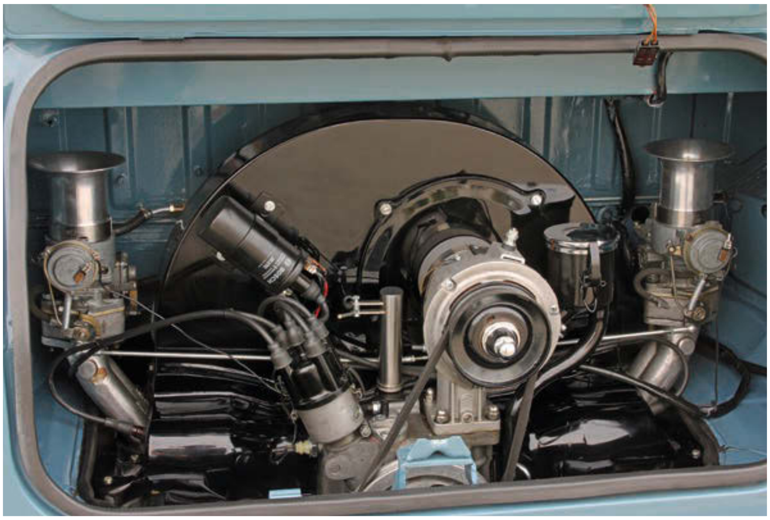
ENGINE
1641cc by Darren Krewenchuk; 69mm VW crank; Mahle 87mm cylinders/pistons; Bosch 009 distributor; dual Kadron carbs; Porsche 356 oil filler; Empi exhaust system; engine tin powder-coated gloss black

GEARBOX
Stock 4-speed 1974 Trekker

SUSPENSION
Original 1974 floorpan; new pan halves; adjustable Type 1 beam; forged dropped spindles; urethane bushings; KYB shocks in front; Cofap shocks at the rear

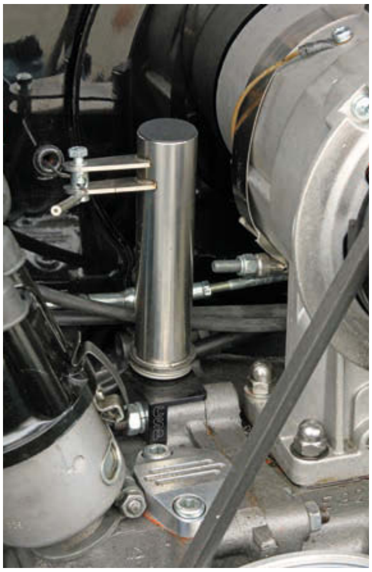
WHEELS & TYRES
Original 'late' 6Jx15 Porsche 911 Fuchs rims; original anodizing; detailed black paint; original centre caps with colour detail; Kumho 175/60-15 and 195/60-15 tyres

BRAKES
Disc brake conversion up front; rebuilt and powder-coated stock drums at the rear; drilled drums for Porsche bolt pattern

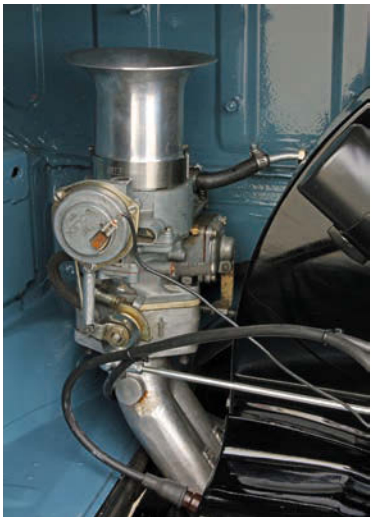


Gavin exercised restraint in the tidy engine compartment, dominated by shiny black paint

Top and windscreen down, could this be the ideal beach cruiser?



CSP in Germany supplied the neat and efficient linkage that activates the dual carbs



Air and fuel travel through a pair of Kadron carbs, topped with owner-made stacks

a couple of rust spots and filling the tail light holes. Said Gavin: "I had Geoff adapt Early Bay rear lights as seen on European Things as well as early-style Beetle front indicators – they are much cleaner than the bulky stock lights."

Gavin managed to find an original windscreen frame, while The Thing Shop (Arizona) supplied factory-style seat tracks, as the previous owner had installed custom seating. The bumpers proved in decent shape but twisted, so Geoff performed his magic with some heat and a lot of hammering to make them smooth and straight as an arrow, ready for gloss black powder-coating.

Devilish details

With the body back in shape, the Thing returned to Gavin's workshop at home, where he had built a temporary 'dust zone' to perform most of the sanding and prep work himself, finishing with 220-grit sandpaper. He then handed the now good-looking 'shell to Graham Anderson at Sterling Auto Body who did a fantastic job with the final sanding, before applying several coats of VW Dove Blue. Once it had sat for a few months, Gavin wet-sanded the paint to a buttery smooth finish.

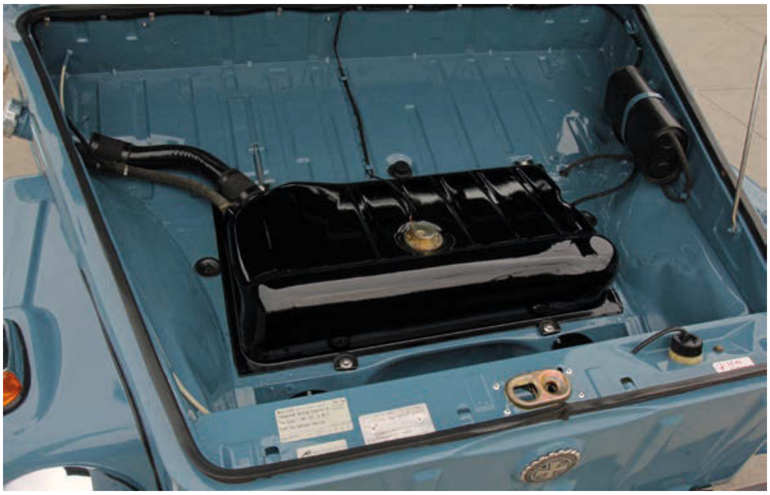
The body could thereby sit on the chassis, freshly redone with new 'pan halves and fresh black paint. An adjustable Type 1 beam and dropped spindles puts the nose closer to the asphalt, whilst KYB and Cofap shocks (front/aft) provide a decent level of comfort. Parts hunter Bruce Tweddle supplied the late model 6Jx15 Fuchs rims, which cover disc brakes up front and drums at the back, the latter drilled into the 5x130mm Porsche bolt pattern. "The original anodizing was still intact," confirms Gavin. "I just touched up and detailed the black on the spokes for a fresh look and installed original 911 centre caps with colour details." With safety in mind, he additionally fitted 175/60 and 195/60 radials.

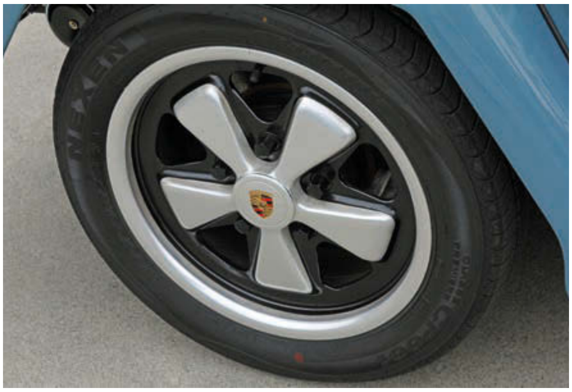
Motivation comes courtesy of a hopped-up flat-four, assembled by DVKK Darren Krewenchuk, who knows a thing or two about fast Vee Dubs – his street Bug runs in the 11s over the quarter-mile. Gavin did not require a mega-powerful engine, considering he envisaged the family's project car as a true cruiser, so he opted for a reliable 1641cc with Mahle pistons/cylinders, Kadron carbs and an Empi exhaust. And just check out the beautiful finish of the motor with its powder-coated tinware and Porsche 356 oil filler featuring – get this – tubing from a kid's bike handlebar!

912 inspired

Moving inside, you'll probably have already spotted the VDO oil pressure gauge mounted on the steering column with a one-off holder machined by DVKK

> “he opted for a reliable 1641cc with Mahle pistons/cylinders, Kadron carbs and an Empi exhaust”



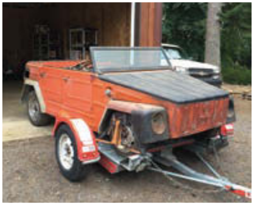


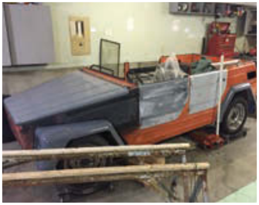
Clean, eh? Black canister on right was part of the USA's 1974 smog requirements

Those are late Fuchs rims in 6J fitment. With safety in mind, Gavin chose modern Kumho 60-series tyres front and rear

THE BUILD

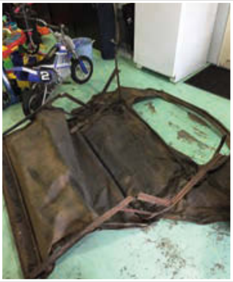
The topless Vee Dub featured a chopped windscreen when Gavin took possession of it

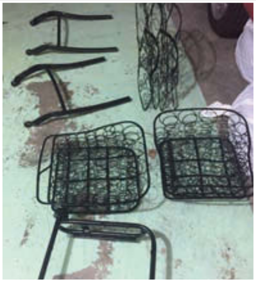




Although not looking too shabby, the vehicle required plenty of work

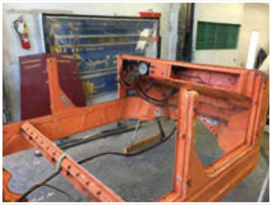
Twisted and rusted, the top's mechanism has been redone, thanks to Gavin's talent

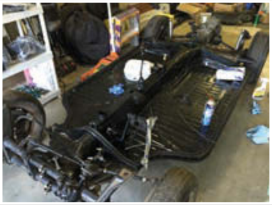




Seats had seen better days, hence a complete restoration proved necessary

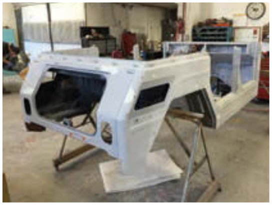
In case you've never seen a bare-metal Trekker... Note stamped sill below the door post

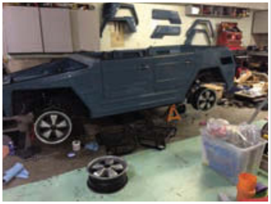




Undercarriage found a new lease of life, courtesy of two fresh 'pan halves

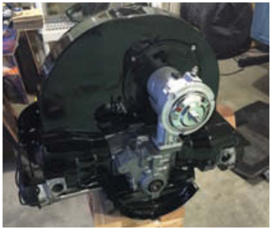
Gone are the unsightly elephant tail lights – Early Bay items now sit in these apertures

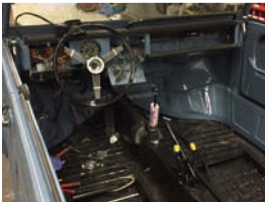




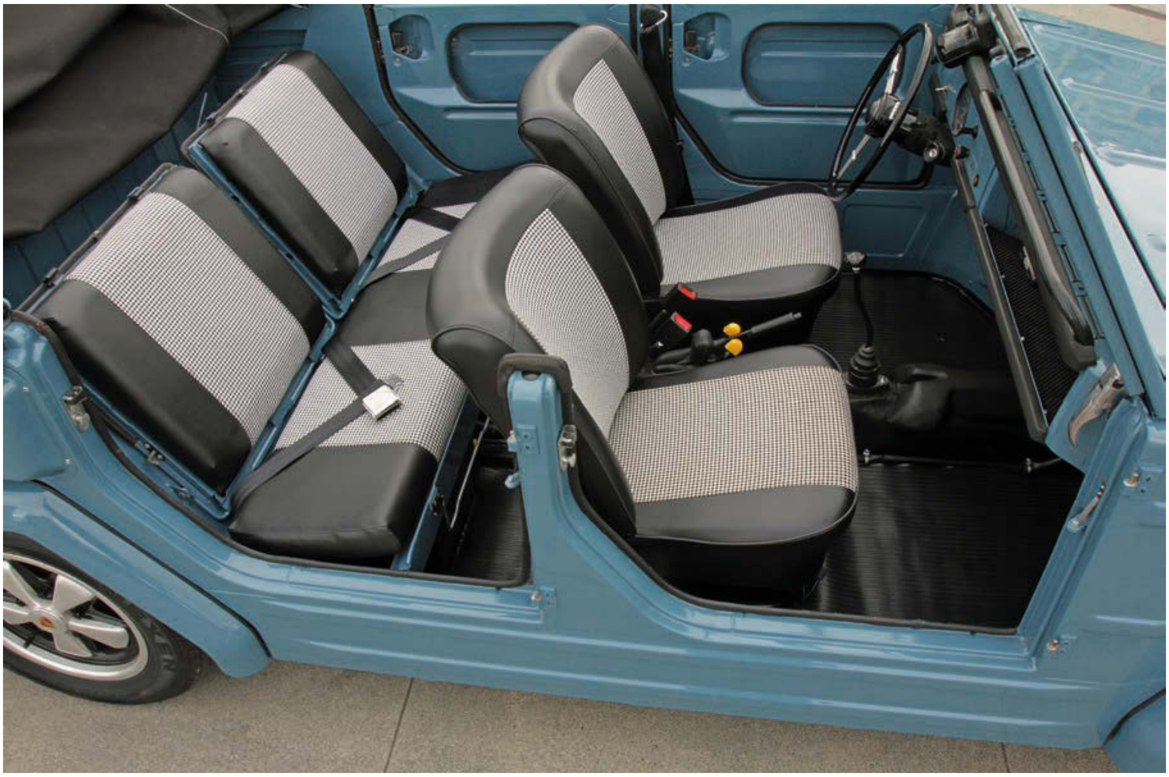
Factory Fuchs rims were left 'as is', save for some black paint detailing

First powder-coated, then painted black, the trusty 1641cc engine looks better than new



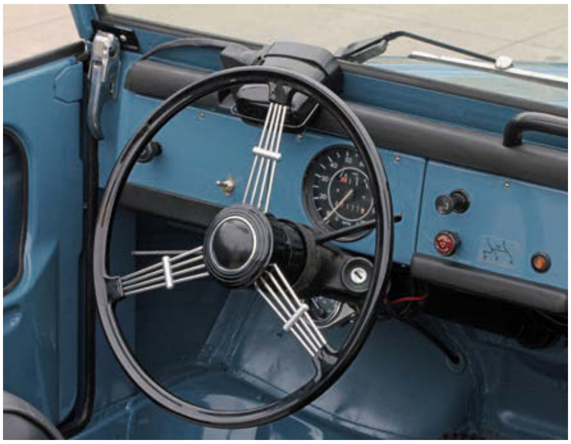


DVKK member Geoff Peterson installed a new wiring harness – the car needed it!



In less than a couple of minutes, Thing owners can easily remove all four doors

Having enough Houndstooth material, Gavin chose to have the baby seat upholstered, too



Flat-4 steering wheel features a rare Barndoor Bus horn button

> "I took inspiration for the interior from 912s I had seen"

TECH INFO

INTERIOR
Stock dashboard; VDO oil pressure gauge on custom column mount; restored seats with Porsche 912-style Houndstooth upholstery; matching baby car seat; Flat-4 Banjo steering wheel with Barndoor Bus horn button; Vintage Speed short-throw shifter with stock detailed knob; new-style retractable shoulder seat belts; new wiring; restored top mechanism with The Thing Shop cover

Beautiful British Columbia offers some cool license plates – rare frame is a neat touch

DER VOLKSRENNWAGEN KAFER KLUB
VANCOUVER BC

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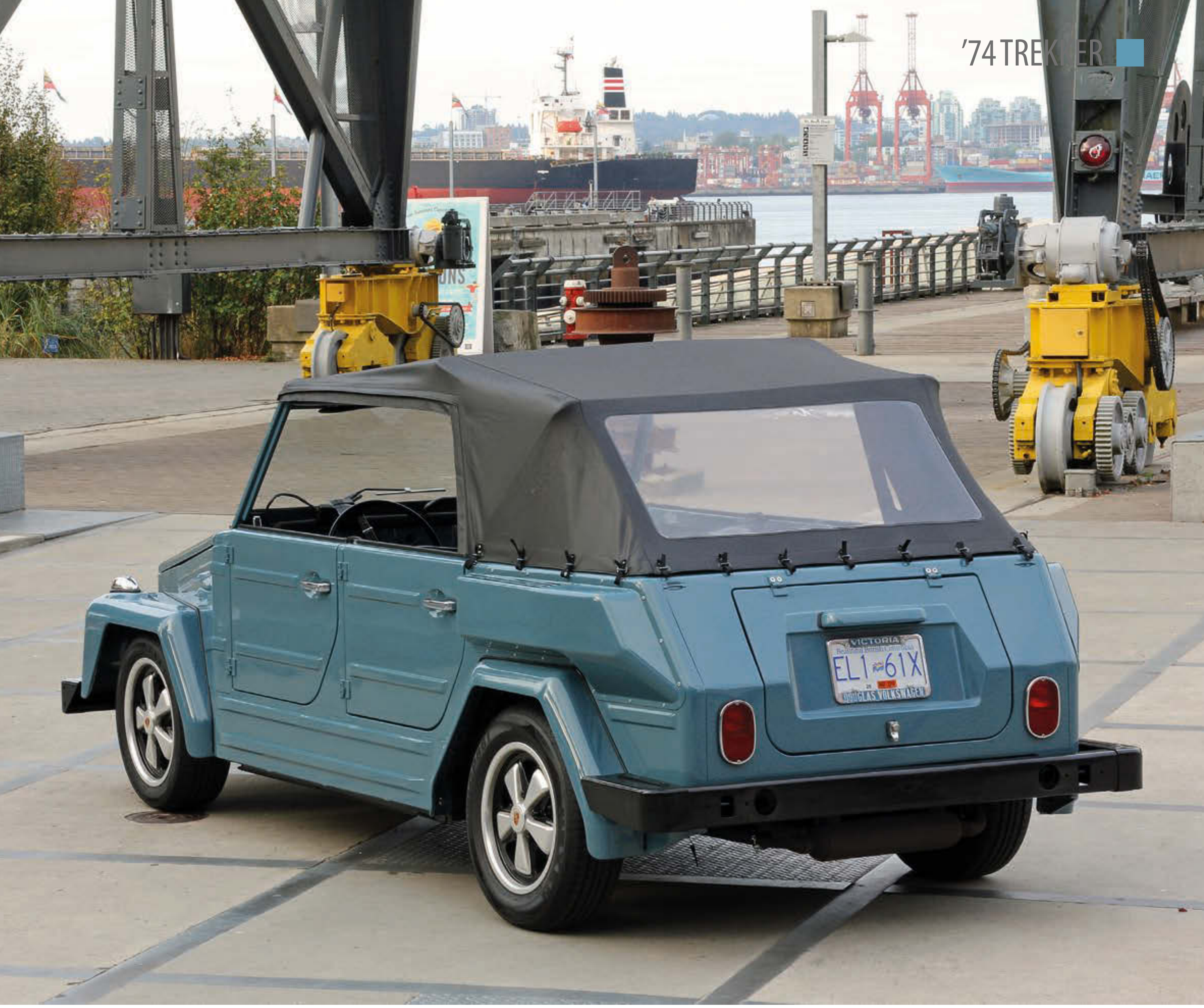
Gavin Lee is a proud member of DVKK, a prominent VW club founded in 1996



A colour popular with Split Bus owners, L31 Dove Blue looks great on a Trekker as well

member (and CNC wizard) Cameron Shorey. The steering wheel is a Flat-4 Banjo affair featuring a rare Barndoor horn button, in addition to a Vintage Speed short-throw shifter. Plenty of work went into the factory seats, especially the frames, which have been fully rebuilt and repainted.

Gavin knew precisely what he wanted to do with the upholstery: "I love the style of early Porsches and I took inspiration for the interior from 912s I had seen. I found some killer Houndstooth fabric and took it to Brian Cook. He stitched up the front and rear seats using the material as inserts – it gives a cool vibe to otherwise boring black seats. As a surprise for my wife, I took some of the leftover Houndstooth fabric and had a new matching cover made for my son's car seat, so he could ride in style."

With three kids, the Lee family found a perfect, fun ride to cruise around Vancouver!

Other noteworthy details include four new sets of retractable shoulder belts, along with a top frame that needed plenty of work, being bent and scruffy. Once Gavin was satisfied with the result, he sent it out for more powder-coating, before wrapping in a new top from The Thing Shop. The same company supplied all the seals used to complete the project, namely rubber for the doors, bonnet, engine lid and wings.

"The whole way through, I have tried to get my kids involved as much as I could, as I wanted it to be a family car," concludes Gavin as we admire the results of his 10-month labour of love. "They love tinkering in the garage, especially my five-year old son Rory." It's a vehicle then that just kind of works on every level. And the fact that it's likely to be passed down to the next generation of keen air-cooled VW lovers one day gives it even more kudos. ■

Thanks
Brian Cook (interior), Graham Anderson (paint & body), Darren Krewenchuk (engine), Jim Leslie ('my go-to Thing expert') and most importantly Geoff Peterson of Canada Customs & Hot Rods fame

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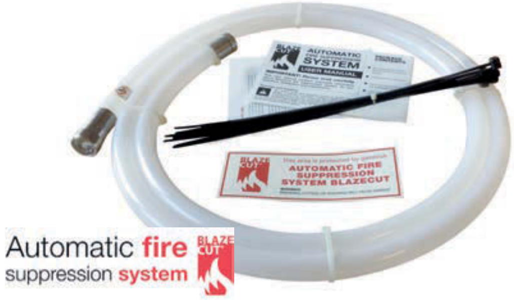
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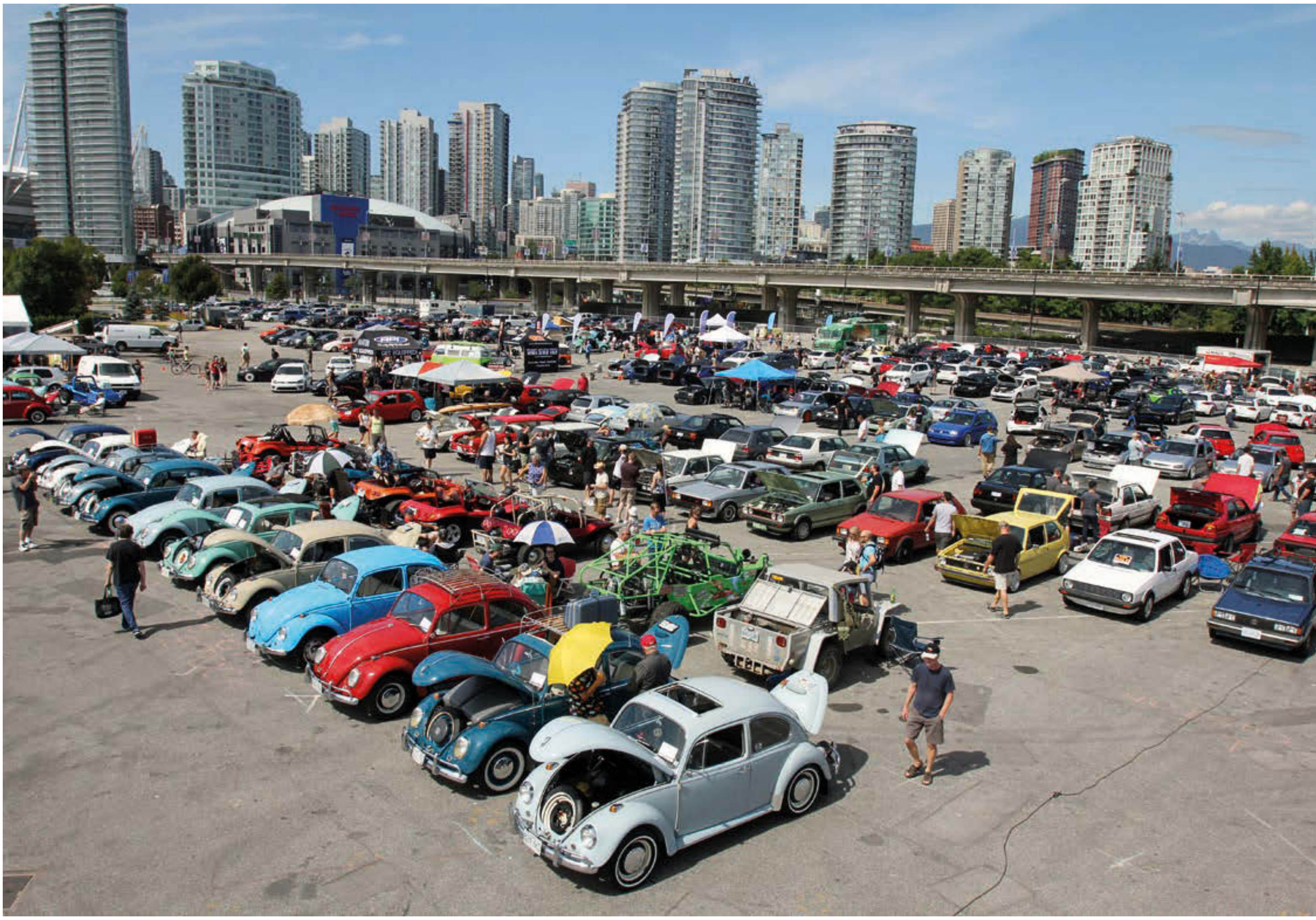


Sunday's affair took place in the heart of Vancouver along the Pacific Ocean – a terrific sight

Variety packed

A drive-in theatre? We're having a laugh, right? Well no, actually – it's just one of the many attractions that go to make The Great Canadian VW Weekend one of the most varied events on the VW show calendar

Words and photos Stephan Szantai

The format of most North American VW meets must seem rather puzzling to European enthusiasts. Rather than shows spreading over a complete weekend such as Le Bug Show or the European Bug-In, US and Canadian gatherings typically revolve around a series of events packed over three days.

We won't bother getting into an argument about the merits of each formula as ultimately it's a matter of taste. But either way, one thing's for sure; at such events Europeans willing to venture across the pond will get to see a totally fresh selection of cars they won't have seen before, to entertain and inspire. And hell, that's got to be worth the eight hours of utter boredom flying over.

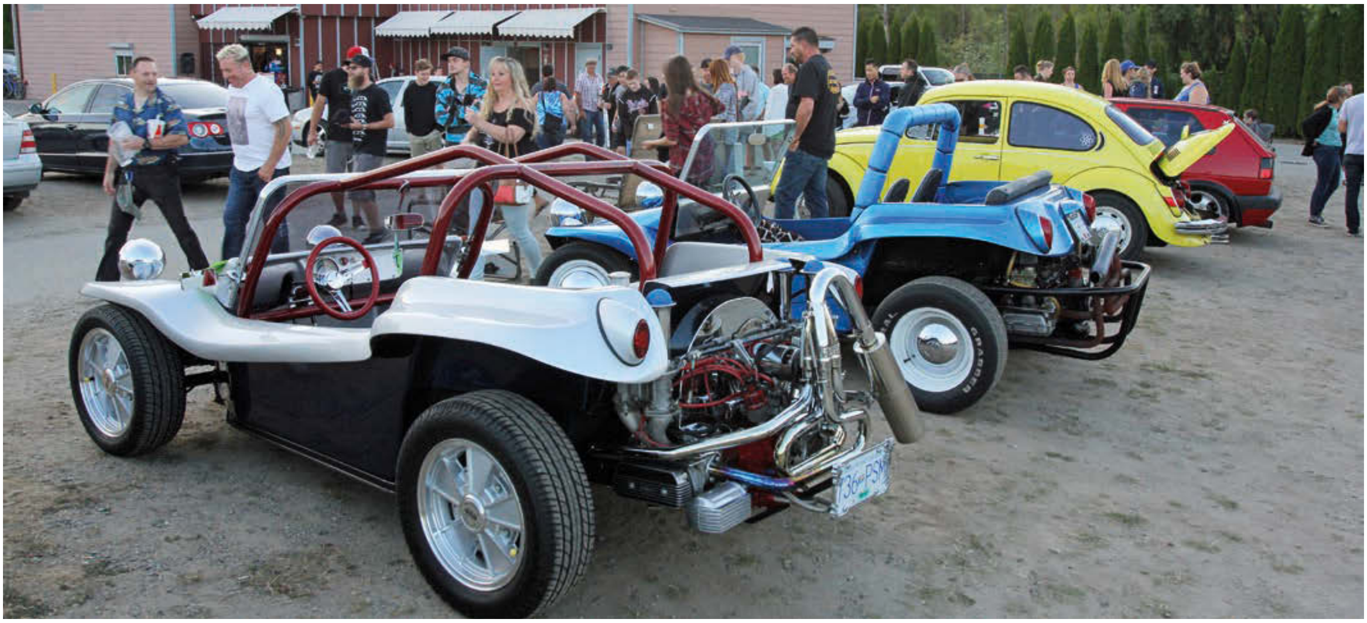
Drive-in

Conveniently, British Columbia's Great Canadian VW Weekend perfectly illustrates the North American show format, as it packs four meets over a weekend. It includes a movie showing at a drive-in theatre on Friday, two Open Houses on Saturday, plus the CIP1.com-sponsored Great Canadian VW Show on Sunday, a North American favourite since the 1990s.

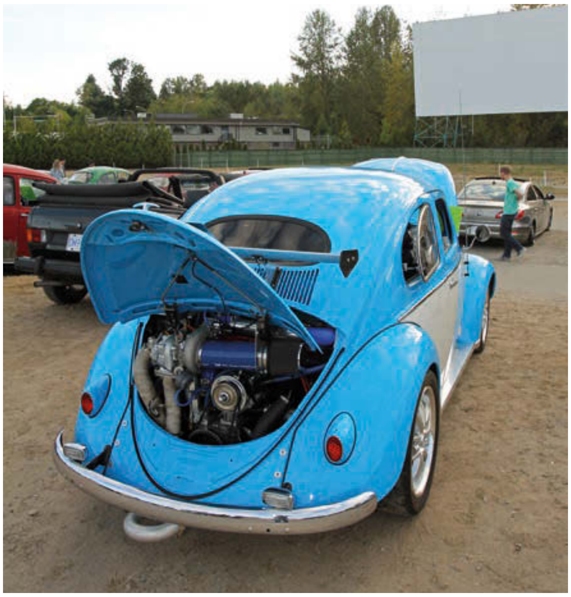
For years, the weekend kicked off with the annual DVKK Strip Show, a drag race hosted by *Der Volksrennwagen Käfer Klub* (DVKK) at a nearby track. But due to a combination of factors, the group couldn't make it happen in 2017, hence a local VW shop called Buny's n' Bugs stepped in… They offered to organise the '1st Drive-In Night and Show & Shine' at Vancouver's only drive-in theatre. With perfect weather, VW owners invaded the venue at 5pm, lining up their rides in front of the big screen. Highlight of the evening included a raffle, shortly before sunset as the movie was about to begin.

Patrick and Rachael Hall use their '52 extensively on the US and Canadian roads

Participants came from US, too, from Oregon to Washington

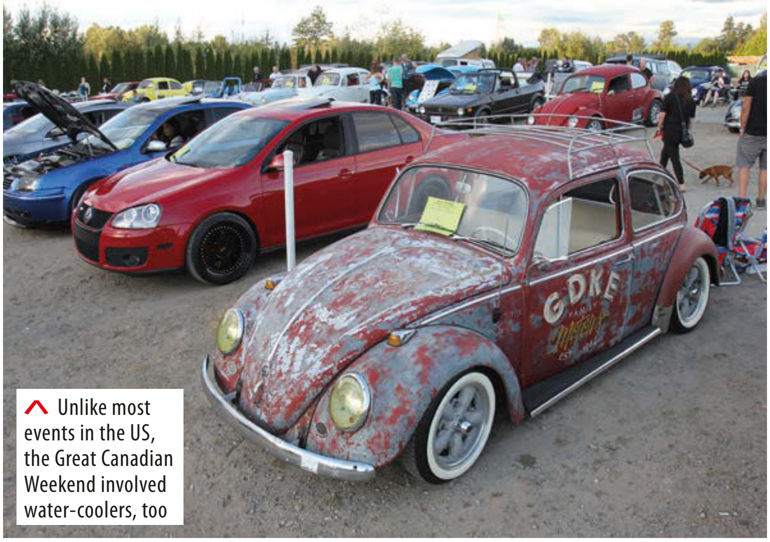


> “ Participants loved the place, especially the volleyball court built for the weekend with 150 tons of sand! ”



^ New event on Friday at a drive-in theatre attracted a large crowd. We like the early Bug tail lights on this Buggy

< Check out the mental turbocharged setup on this angry Oval. With all that out back, we reckon the rear spoiler's probably just for effect



^ Unlike most events in the US, the Great Canadian Weekend involved water-coolers, too

A cool pair of 23-window Buses – one of them carries goodies to be sold during Sunday's swap meet

Air filters are often a tight fit on a 48IDA-equipped Beetle… Here is an interesting alternative

OpenRoad VW offers one of the nicest dealership showrooms in Canada – what a place!

> We should also mention the strong contingent of Americans – after all, the US border is only 30 miles away

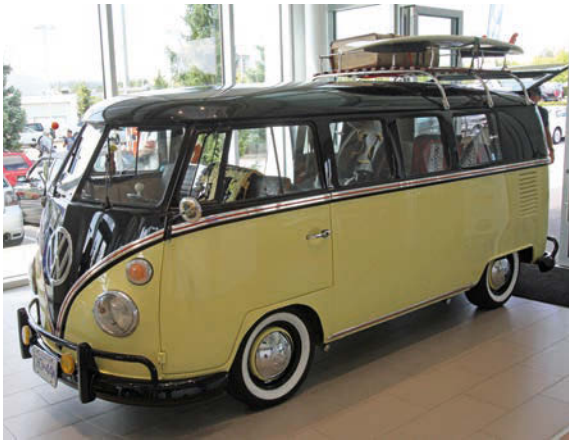
Notice the single headlight on the roof of this Patina Bus which likely came from a '40s Chevrolet

Out with the new

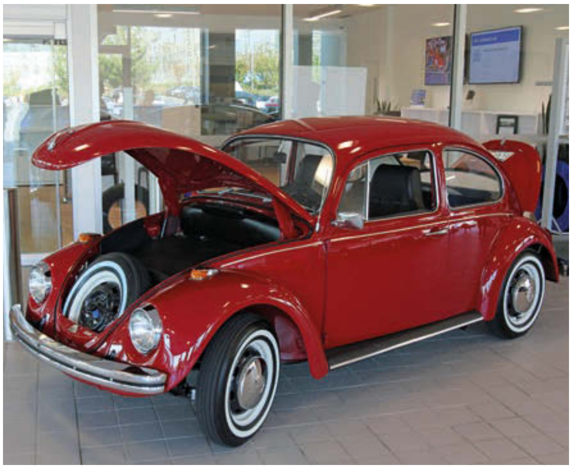
On Saturday morning, Volkswagens rolled en masse to Jim Pattison VW, a dealership that teamed with Strictly German VW Association to offer the Pancake Breakfast – the complimentary meal is always a weekend favourite. Employees emptied the lot and showroom of new cars, thereby letting participants park their older models at the venue instead.

At 1pm, *Zündfolge* Car Club led a convoy of Vee Dubs, leaving the venue in the direction of the day's second meet, using a scenic route. Their destination: OpenRoad VW, another Volkswagen dealership, where General Manager Ben Lovie and his crew organised a fantastic happening. The showroom (and tidy shop area, too) were again cleared of new Volkswagens, so that over 20 vintage models could replace them. Participants loved the place, especially the volleyball court built for the weekend with 150 tons of sand!

On Sunday, DVKK (led by

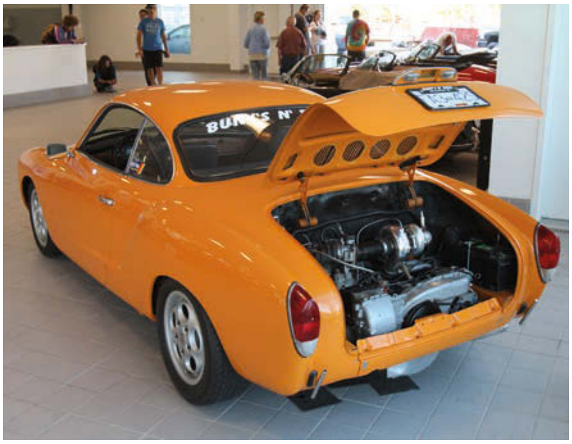


^ Jerry Clark was invited to display his as-new '67 Split Bus inside Pattison VW's showroom. And why not?



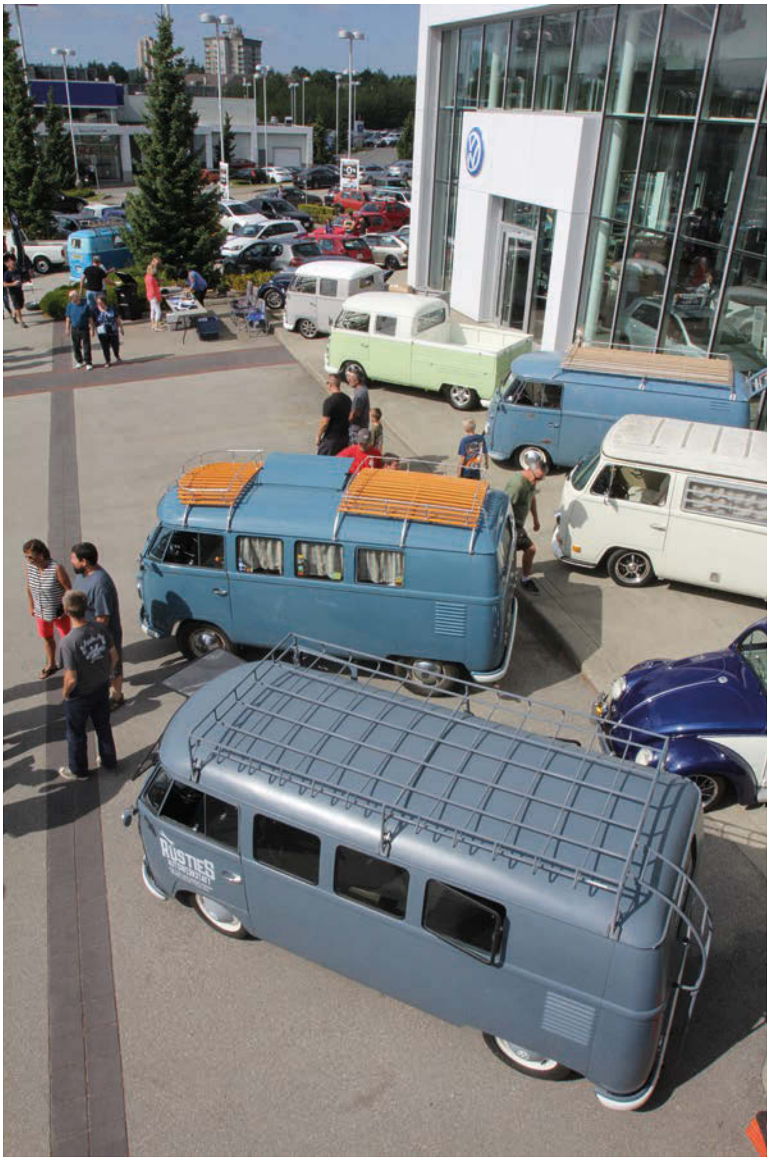
^ Daryl Goodwin's '68 saloon was restored to the highest level by Lanny Hussey. Lovely...

< Who said late Beetles weren't cool? DVKK member Jaga Rai on his way to Saturday afternoon's party at OpenRoad VW…

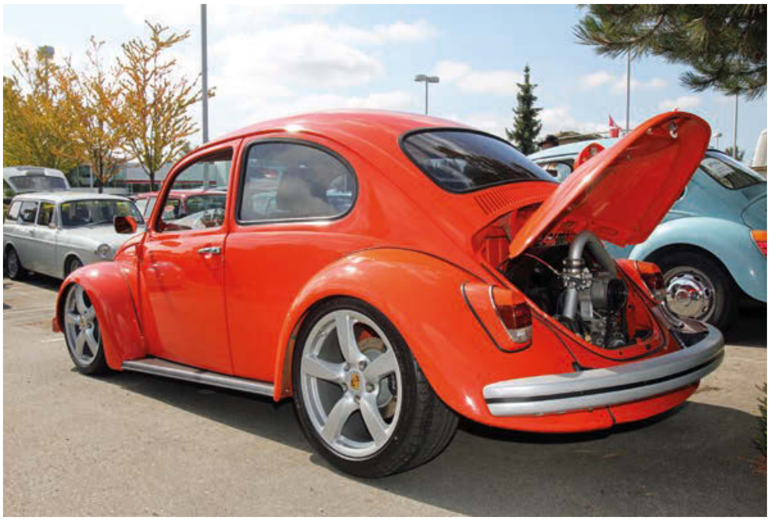


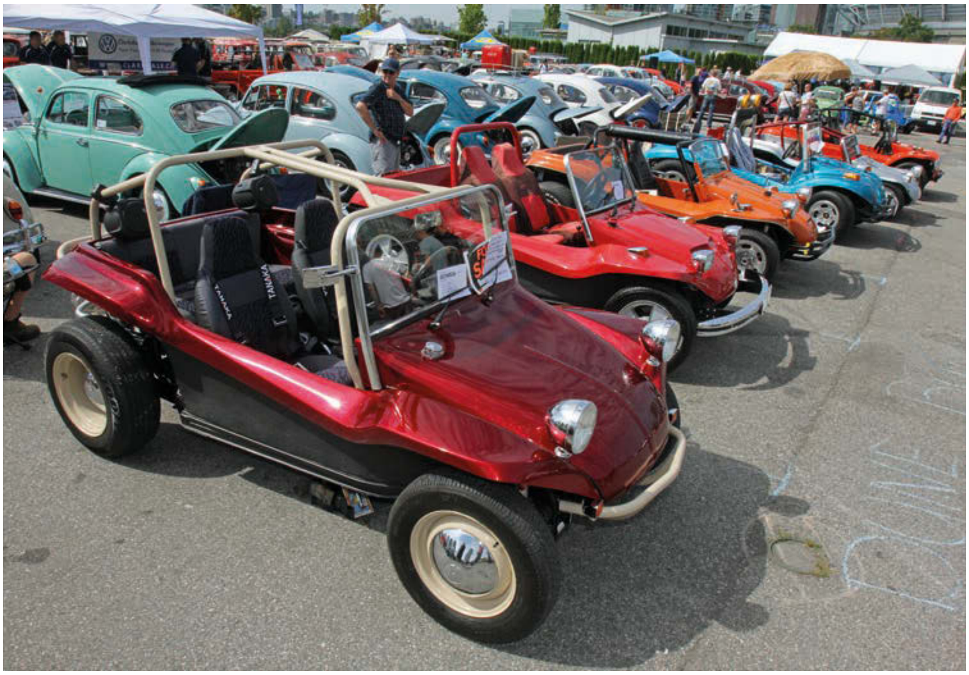
^ Turbocharged 'pancake' engine and Porsche Teledials are certainly an unusual choice for a Karmann Ghia

> Darren Oberton's trick turbo '68 looking fantastic with new Porsche rims

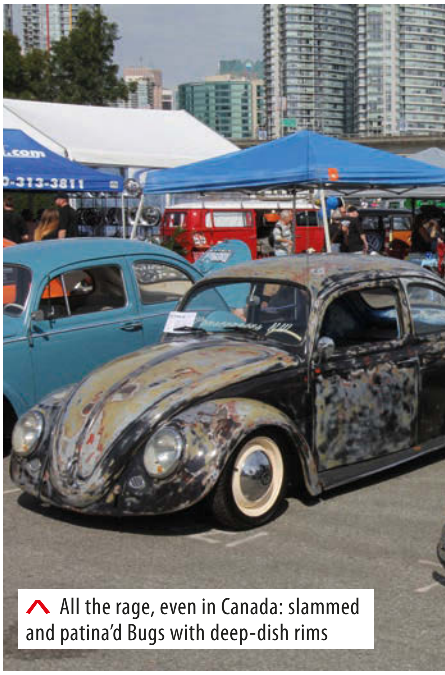


^ Imagine rocking up to your local main dealer and finding this little lot parked up outside. Main agent Pattison VW thoughtfully rid their parking area of modern cars to make way for something a lot more interesting

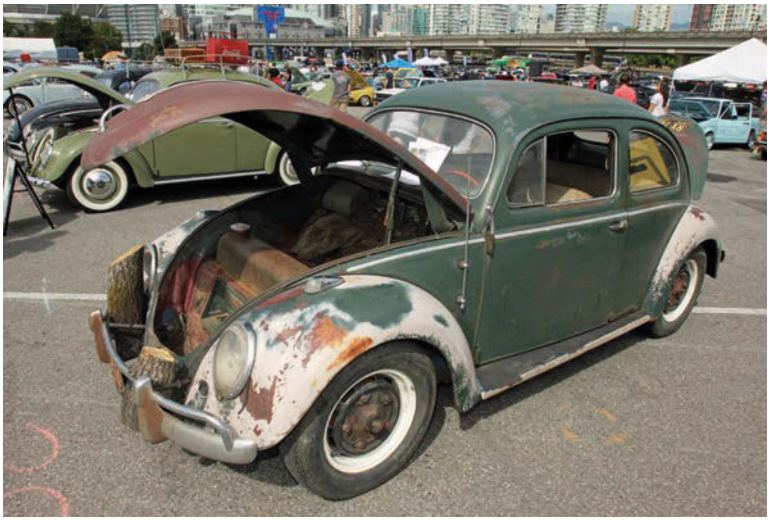




^ Several unusual Buggies made the trek to Concord Pacific Centre

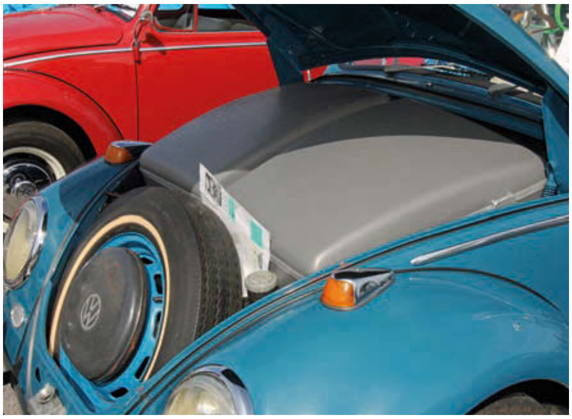


^ All the rage, even in Canada: slammed and patina'd Bugs with deep-dish rims



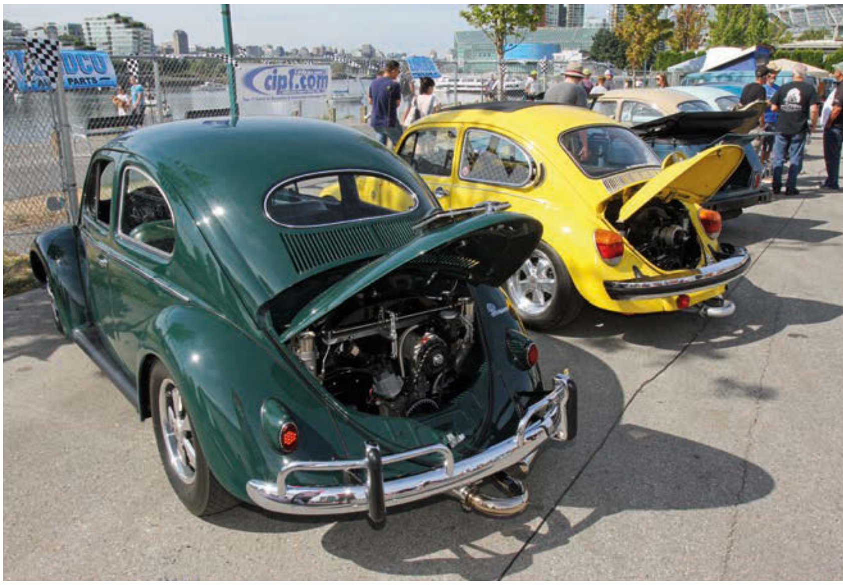
> Crazy! Two trees grew behind the bumper of this forlorn '53 Oval. The owner decided to leave the trunks as a momento

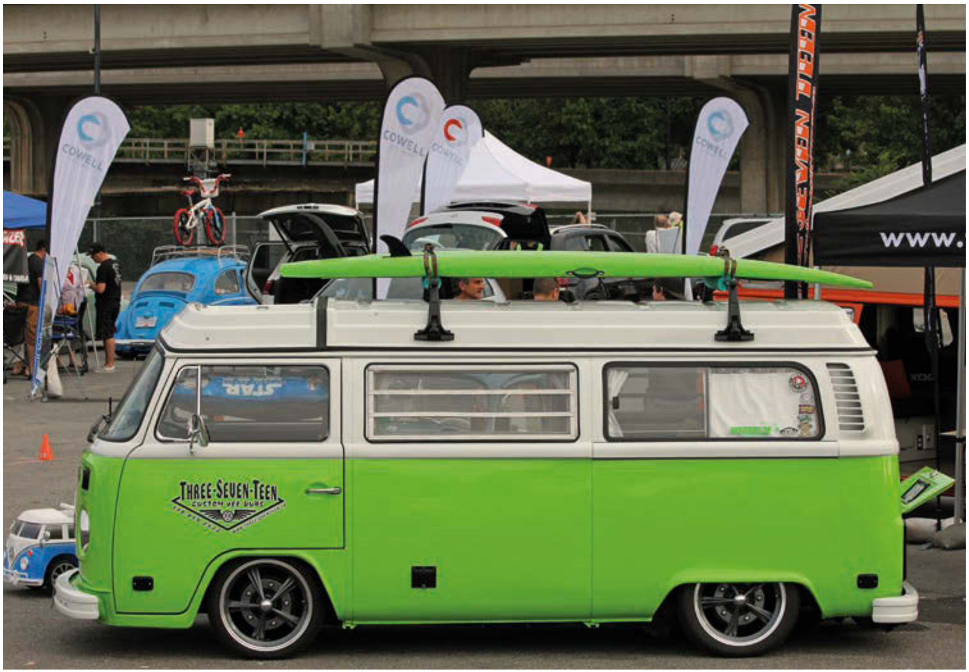
> "Picture this: 17 poor souls packed in a (new) Beetle, all doors closed… Wild!"



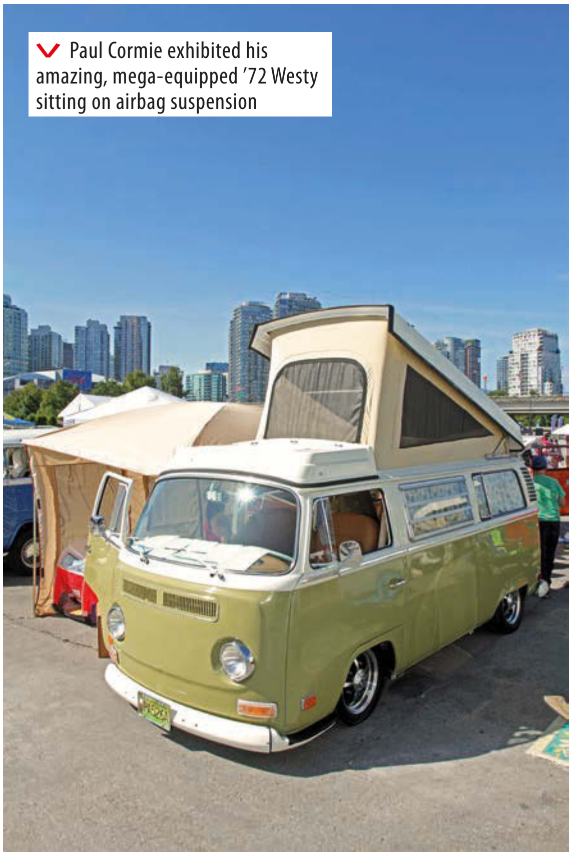
^ CP's rare 'Super Bags' were specifically designed to fit under the bonnet of a Beetle

> Proudly representing DVKK club: that's Mirko Pascolin's Oval with 2387cc monster power. We like…

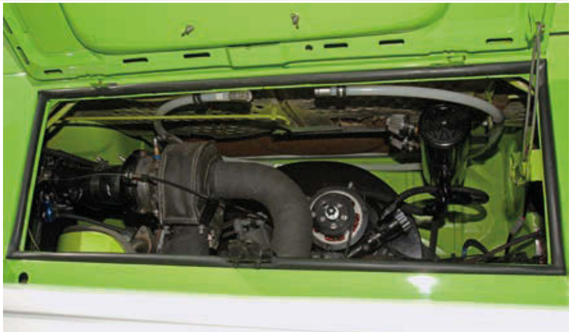


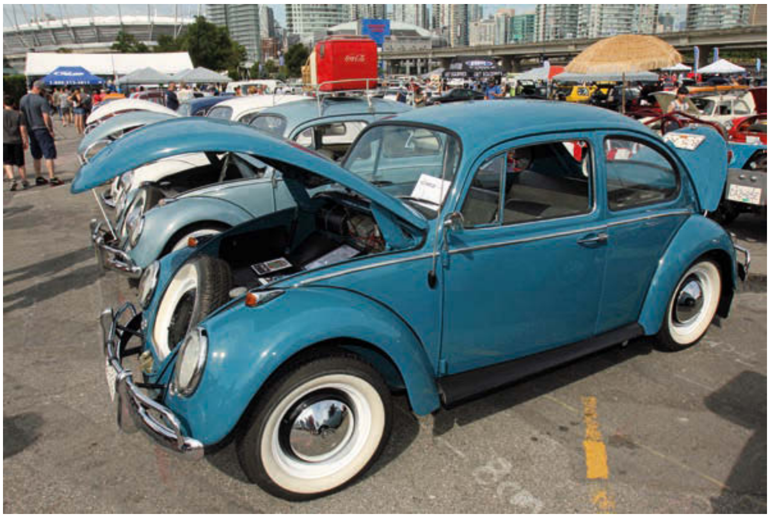


Paul Cormie exhibited his amazing, mega-equipped '72 Westy sitting on airbag suspension



You can count on Three-Seven-Teen to display some great pieces of machinery, including this very green turbo'd T2





Shawn Hashimoto-Stone's perfect '65 Bug leads a long line of vintage stockers

members Geoff Peterson, Brian Waz and Dave Hord) hosted the excellent Great Canadian VW Show at Concord Pacific Centre, with downtown Vancouver as the backdrop. Clubs came in large numbers, including Strictly German, *Zündfolge*, Dub Allstars, Okanagan VW, Bulli Boys, LGK, CVVA and Victoria VW. We should also mention the strong contingent of Americans – after all, the US border is only 30 miles away.

Ticket to ride

Part of the event's allure lies in the diversity of activities, such as the raffle – with a Westjet Airlines ticket as main prize – the Pie Eating Contest and the Beetle Cram. Picture this: 17 poor souls packed in a (new) Beetle, all doors closed… Wild!

Thanks to the support of many sponsors, starting with AVR and 317 Custom Vee Dubs, the Great Canadian VW Weekend remains a North American 'can't-miss' happening.

Want to be part of it? Visit gcvws.com for additional information. ■

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TYPE 2 Detectives
AIR-COOLED VOLKSWAGENS
Maintenance training days for owners of Air-Cooled Volkswagens
BOOT CAMP
TYPE 2 Detectives

Got the urge to find out what makes your air-cooled VW tick? Well, you're in luck because Type 2 Detectives run classes designed to do just that. Editor Ian Cushway was a recent recruit to one of their regular Bus Boot Camps…

It's 8.30 on a chilly Saturday morning and my satnav has steered me to the small village of Burwell, just east of Cambridge – home to Type 2 Detectives. Relieved that I've actually got somewhere on time, I see a direction sign and pull into a generous sized car park. Judging by the sight of stunning Sambas, gleaming Karmann Ghias, early Beetles and rare Type 3s that greet me, I know I am in the right place. I make my introductions to proprietors Paul Medhurst and Mark Fulton and get a whiff of the bacon sizzling on the professional-looking BBQ set up outside. It's icy cold and I am one of the first to arrive, but I am already getting the feeling it's going to be one hell of a fun day.

Good intentions

The T2D crew have been running their Bus Boot Camp for the past four years, enlightening a whole nation of air-cooled VW enthusiasts in the process. Not that you actually have to own a Bus, or any VW for that matter, to attend. The aim of the day-long course is to provide an overview of what makes your humble Dub tick, covering a whole raft of topics from wiring looms to tappet adjustment. As Mark points out, it's impossible to cover everything in just a day – instead it's all about enjoying the experience and generally getting to know your car a bit better. Chatting to Mark, however, reveals something altogether more philanthropic about what they're doing here. "People spend a lot of money on their cars, it's an emotional purchase, but we were seeing some real shockers, cars that looked shiny on the surface but were hiding a whole load of horrors underneath. It was heart breaking to witness, so that's why we started offering the Boot Camps. We wanted to give people a bit of insider information about the cars, make them more aware of what they were looking at, explain some of the mechanical aspects and generally build up their confidence," he proffers.

All-sorts

As more people pull into the car park, Mark explains there's usually three types of attendee; those who have never owned a VW but have always wanted one, folk that had a VW a long

Want to know the quickest way to a VW enthusiast's heart… yep, a hot bacon sarnie

The day kicks off with an explanation of the combustion process courtesy of a cool cutaway Beetle engine

Time in the workshop looking under cars, chatting to the experts is an invaluable element of the day

Armed with a wiring diagram and test probe, Paul sets about convincing us that car electrics really aren't as scary as we first thought

time ago and are coming back into the scene, and those that have always had one but have never actually lifted a spanner or got involved with the technicalities. And indeed this was confirmed when the 20 or so other like-minded enthusiasts I was about to share the day with were sat down with their coffee and bacon butty and invited to introduce themselves.

Colin from Milton Keynes had just bought a Buggy and wanted some tips to help with its restoration; Jane and Dan, who live nearby, had recently purchased a Dove Blue '62 Bus from T2D and generally wanted to become more knowledgeable; Anthony from Sutton Coldfield has a 1970 Beetle and was bought a Boot Camp course as a Christmas present; Stewart owns a '72 Bay Westy US import; Paul's come from Southampton and wants to learn how to maintain his '73 Late Bay; Dave from Southend has a '72 Bay and T25 while another Dave from Rugby has a '71 Bay resto project and needs to put all the mechanical bits back in it. David from Bolton also got given a place at the Boot Camp as a Christmas present – he owns a '74 Bay and he wants the confidence to do some work on it himself. Across the room from me, Chris from North London doesn't have a VW but wants to take the plunge and buy one; Louis from Highbury also dreams of owning a Camper and wants to learn what to look for, while Paul, a hairdresser by trade, owns a '70s 911 and a '69 Deluxe Bay and reveals that while he's good at interiors, he knows

> “it's all about enjoying the experience and generally getting to know your car a bit better”

If you're hoping for one of those naff Facebook pics showing a plate of lovely food, you're out of luck because we're not into that kind of thing. Suffice to say we were very well looked after…

LUFTGEKÜHLT
novo

Copious notes will help make routine maintenance less daunting for this owner

Mark makes correctly setting your points gap a doddle, even for those who've never even lifted the lid on their dizzy

nothing about the mechanicals. Sitting alongside him is Andrew from Southend who is keen to know about the engine on his '73 Bay, while Reece, having been into VWs for a long time, is there to discover the workings of his '78 Westfalia. Another Paul from Gloucester drives a T5 and wants to buy a Bay this year but feels the need to learn a bit more about them first. Finally, sitting together are Amy, Deana, Lewis and Lee. They're all from the same family and have come down from Immingham in North East Lincolnshire; dad Lee owns a '64 Split Window Devon, daughter Amy has a '70 Beetle and 16 year-old Lewis is eager to get his test – and his first VW. It was mum Deana who took the initiative and enrolled them all as a surprise Christmas treat!

Morning all

With the introductions done and the last dregs of freshly ground coffee supped, we get a chance to look around the impressive T2D premises. It also gives everyone an opportunity to quiz Paul and Mark about the current market and the range of interesting vehicles for sale and up on ramps in the workshop. Someone fires off a question about how best to preserve Patina, while someone else enquires about the virtues of converting a Bus from left- to right-hand drive. Elsewhere there's a discussion going on about how to make cars reliable and the best upgrades and some anecdotal chat about why it's always more financially beneficial to buy a solid car in the first place rather than restore a very rusty one. Tapping into first-hand expert advice like this is totally priceless.

Coming in from the cold, we're divided into two groups. My group kicks off by being given an explanation of how an internal combustion engine works, a rather clever cut-away Beetle engine serving as an appropriate centrepiece for the demonstration. We're then given an insight into VW electrics, told how to read a wiring diagram and given some tips on how to trace common electrical faults. There's lots of note taking going on, heads nodding and the metaphorical sound of pennies dropping. In short, it's all proving very useful.

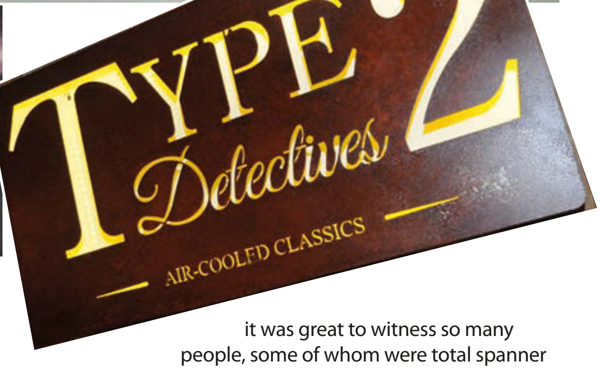
We're then taken into the workshop, via the 'table of doom'. On it is a selection of duff components taken off cars which had a valid MoT at the time, proving that buying a car with a ticket isn't always a guarantee that it's totally roadworthy. As you can imagine, this resulted in the cumulative sound of lots of air being sucked through teeth.

Then T2D's engine expert, Andy, goes on to tell us all about the intricate workings of the air-cooled engine in a bit more detail. He's knowledgeable as well as witty; here

> “filling everyone with new enthusiasm to get home and get busy doing stuff on their cars”

There's a chance to get stuck in yourself during the afternoon practical sessions

The collection of classic VWs at T2D HQ are guaranteed to inspire and the Boot Camp itself will send you away with renewed enthusiasm to get working on your own project, even if it's not as gorgeous as the vehicles you've just been surrounded by



it's all about soaking up useful tidbits of information, like how to get the tension right on a fanbelt, do an engine oil change or adjust tappets, while having a bit of fun and not feeling intimidated or pressured to learn.

Lunch break

With tummies rumbling, the mouth-watering smell of jacket spuds and beef stew filtering in from the reception signals that it's time for lunch. It's another opportunity to chat, look admiringly at car photos on iPhones and find out a bit more about other people's projects. It's apparent that everyone's loving it so far. More than anything, we're all learning stuff that you won't find in a Haynes manual – and already Dan and Jane are talking about how they're going to have a go at changing the oil on their Bus at the weekend.

In many respects, the morning's been a bit of a teaser by exploding the myth that old air-cooled VWs are tricky to work on and filling everyone with new enthusiasm to get home and get busy doing stuff on their cars.

Practical classics

The afternoon takes on more of a practical theme, putting into practice some of the ideas we've learnt in the morning session. Again, split into smaller groups, we're given the task of setting points in a distributor, adjusting valve clearances and shown underneath several vehicles up on ramps so we get to know our way around the various brake, suspension and steering components. Now this is where members of the group who were interested in buying a vehicle suddenly became more animated, asking about common problems, how to check for excess wear and quizzing the experts about what checks to carry out when viewing cars for sale. It covers some of the areas inspected by the T2D 'Health Check' service. Again, all this is incredibly useful – and fulfils T2D's original Bus Boot Camp objective of helping prevent enthusiasts wasting a heap of cash on a rusty nail.

All too soon, the day's come to an end and after a final coffee people begin saying their goodbyes and contemplate their journey home. As I'd driven from France, I would have grabbed the furthest travelled trophy – if there was one. But nevertheless I was going away from Cambridgeshire with something altogether more valuable. The whole experience has instilled a new enthusiasm for working on my car and given me a cosy, warm feeling inside about the scene in general. More than anything, it was great to witness so many people, some of whom were total spanner spinning greenhorns, gain the confidence to get more involved with the mechanical side of their vehicles. To be honest, and I am not just saying this, but I'd loved every second; the food was great, the company spot on and I had learnt lots of useful tips along the way. And you know what, I even benefitted from the fact that I knew a fair bit of what was being taught already because you see there's something reassuring and confidence inspiring about discovering the fact that the specialists do some things exactly the way you've been doing it for ages… ■

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All RAPTOR'd up!

As an alternative to powder coating, more restorers are turning to RAPTOR to protect their metalwork. VW Heritage explains the process for treating your Beetle floorpan

Words and photos VW Heritage / James Twaite

The snag with traditional powder coating is that you have to rely on someone else to do it. And, as we all know, once you start farming stuff out there's always scope for things to go belly up if you're working to a strict schedule or need to involve other specialists such as a paint sprayer or trimmer further down the line.

That's where U-POL RAPTOR comes in, because not only can you apply it yourself when it suits, but it's likely to prove a lot less expensive in the long run.

Before you get cracking though, as you'll gather from the following step-by-step guide to preparing a Beetle floorpan and coating bits of Bug running gear, there's a few important pointers when it comes to application.

The VW Heritage race car has already been RAPTOR'd from top to bottom in a fetching shade of Audi Nimbus Grey

JOB INFO

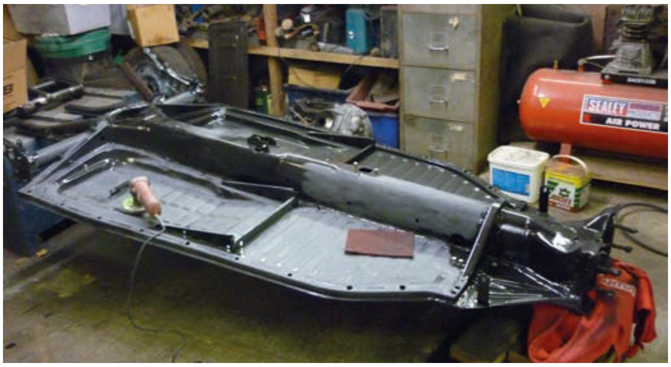
TOOLS NEEDED
Wire brush / wire wheel; spray gun; masking tape

MATERIALS USED
Thinners, RAPTOR (4-litres), RAPTOR Epoxy (1-litre)

TIME TAKEN
3 days

COST DIY (FLOORPAN ONLY)
RAPTOR 4-litre kit with Epoxy and spray gun included, £124.90 from VW Heritage (www.vwheritage.com)

Prepping a 'pan

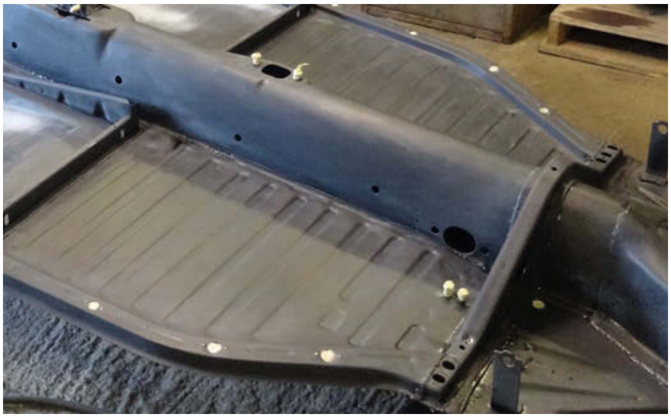


01 Start by removing any lose rust with a wire wheel on the end of a drill, a wire brush or some coarse abrasive paper. Once that's done, you can crack out the RAPTOR. However, a few words of warning before you run straight into the workshop and cover yourself in the stuff. It's not designed to come off, ever, so wear old clothes / paint suit and gloves. It's also worth covering anything you don't want to be chiselling or grinding RAPTOR off from, and once you have finished strip your spray gun down and soak it in thinners to get it clean again. Oh, and wear the appropriate Personal Protective Equipment (PPE) and paint in a well ventilated area

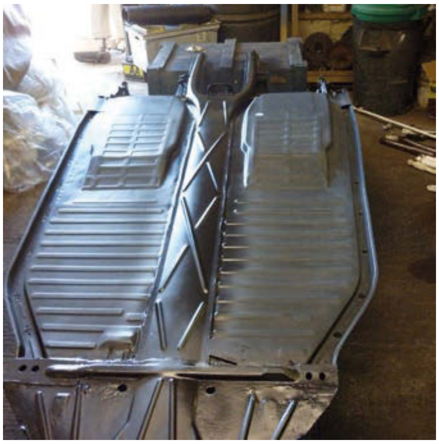
02 Originally manufactured as a heavy duty bed liner for pick-up trucks, RAPTOR is now revolutionising the restoration and customization of VW vehicles with its multiple application options and the fact it can be tinted to match any paint colour, even metallic

RAPTOR
RAPTOR
RAPTOR

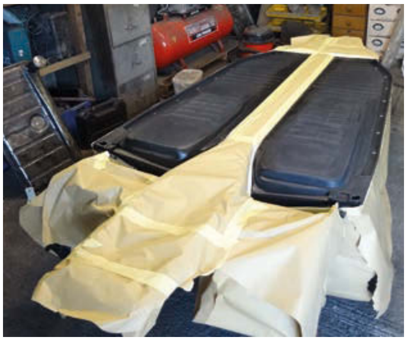
03 Mix up the RAPTOR on the bench with the necessary amount of hardener, roughly 10% of thinners is added to allow it to pass nicely through the spray gun. With the compressor set at 2.0 Bar (30 PSI) the finish is not dissimilar to powder coating



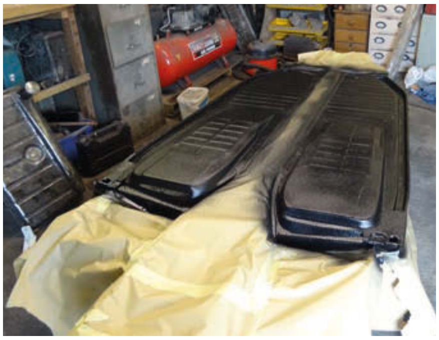
04 It'll save you a long time trimming them back out with a Stanley blade if you cover all chassis holes and studs with masking tape before you start spraying



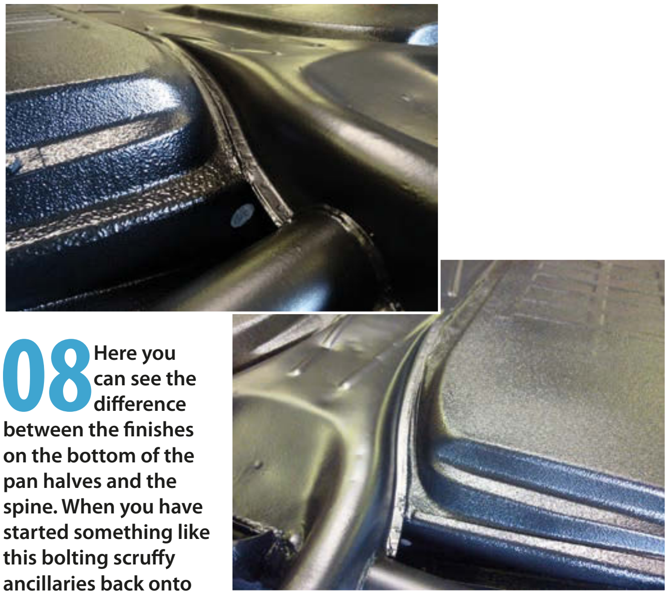
05 With James' Beetle chassis in a state of undress, he applied black RAPTOR to the central spine section with a High Volume Low Pressure (HVLP) gun he'd picked up on eBay for £20, giving it a smooth finish



06 Keen to keep the smooth finish preserved it was crucial to mask this area off before tackling the textured finish on the outer pan halves as these areas come under more stress from stones, salt, water and everything else that we encounter driving on the roads

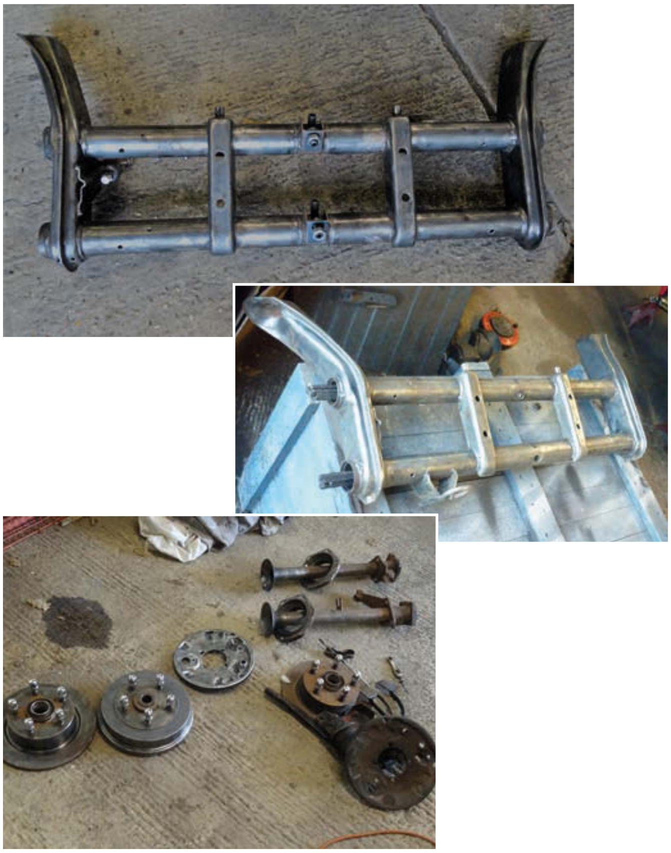


07 The pan halves can be treated to a thicker more textured coating using a standard U-POL RAPTOR application gun or the new U-POL vari-professional gun. This method is even easier than with the HVLP gun. Simply mix the hardener to the RAPTOR, shake it up and screw a RAPTOR application gun (Shutz gun in old money) to the top of the RAPTOR bottle. The recommended airline pressure for this method is 4 Bar / 60 PSI



08 Here you can see the difference between the finishes on the bottom of the pan halves and the spine. When you have started something like this bolting scruffy ancillaries back onto the chassis just won't do. Having been assured that the product was more than up to it, James was keen to paint everything else with RAPTOR too

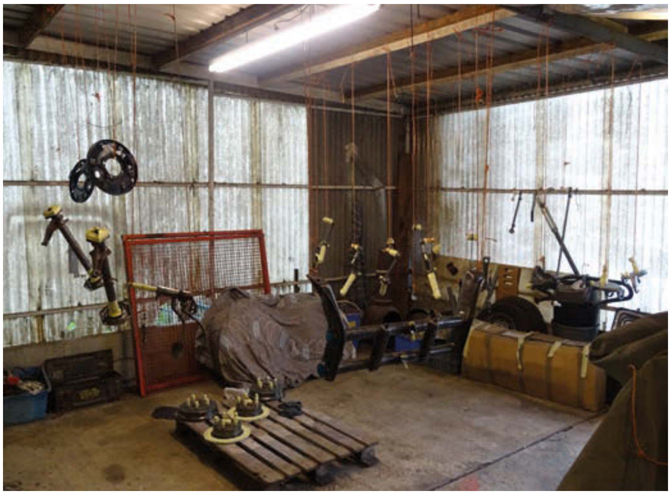
Prepping ancillaries



09 Painted or scabby parts can be taken back to bare metal with a knotted wheel and angle grinder. But please be careful – goggles, gloves, mask are essential. However, RAPTOR can be applied straight over painted surfaces providing the surface has been prepared

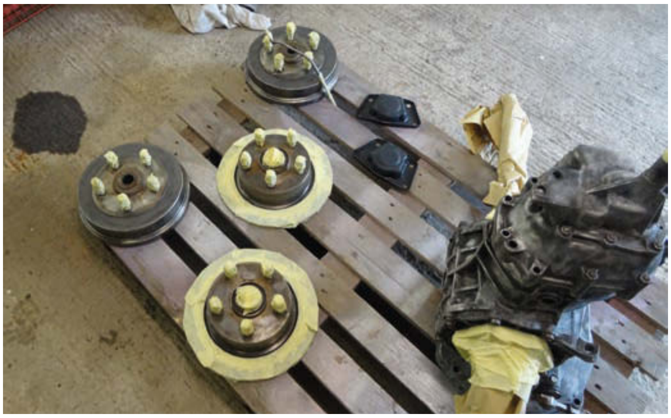
Epoxy primer

RAPTOR epoxy primer is relatively fresh onto the market and James had the pleasure of testing it on his various 'parts'. Needless to say he was well impressed. The spec on this stuff is amazing; it's been tested to withstand more than 1000 hours of salt spray testing (before top coat) and it includes anti-corrosive additives to stop rust forming and can even be applied directly onto surface rust.

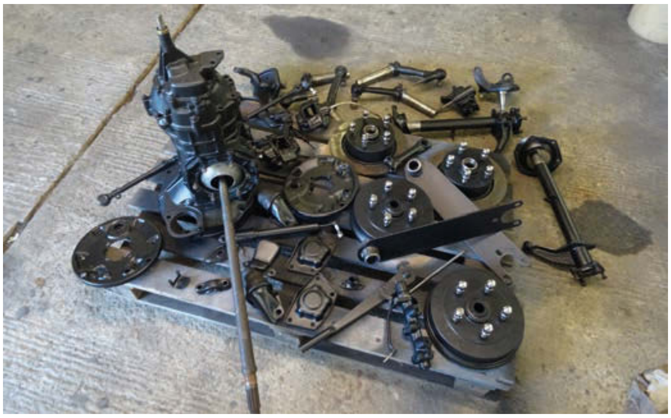


10 Here, we've hung up all the parts ready for coating with Epoxy primer. Remember, if there's a bit you don't want covering you must make sure it's masked up

11 Epoxy primer finish shown on the fuel tank, spindle and gearbox bracket; this is touch dry in 20-30 minutes, and you can be painting your RAPTOR coat on within an hour or up to seven days later without additional sanding



12 Not everything was Epoxy coated. At the time of writing U-POL were not aware of anyone who's painted a gearbox with RAPTOR before. We can let you know it works well, and went straight onto the prepared magnesium case without issue. Once again, masking of holes, threads and disc surfaces is key here



13 An impressive array of DIY detailed Beetle components courtesy of U-POL RAPTOR. A serious alternative to powder coating that you can do at home in your garage or shed

14 Finally, it's just a case of reassembly. Should the worst happen and you manage to chip or scrape the finish, it can be touched up locally, without the need to prepare the whole component again

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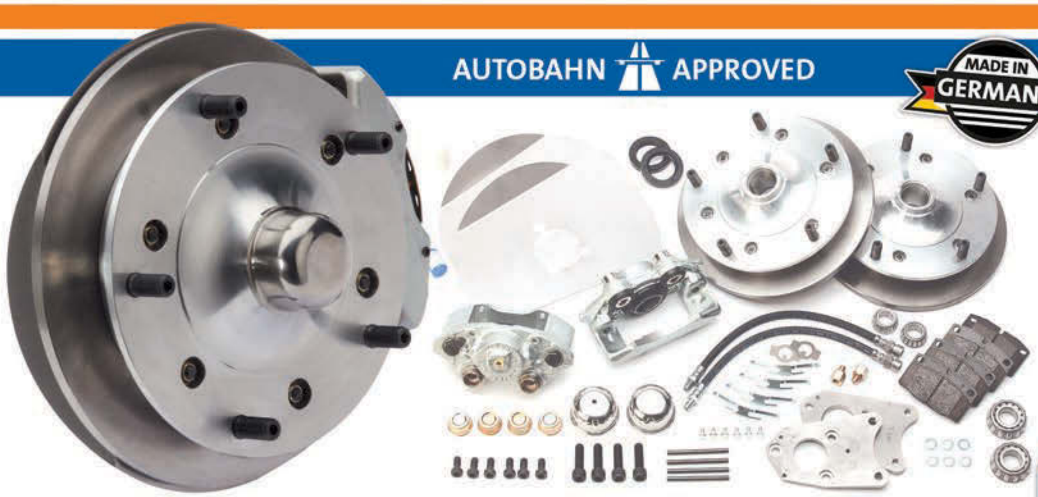

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OWNER INFO

NAME
Ian Cushway

JOB
Editor

CARS OWNED
'68 Beetle,
T5 Multivan

WORK THIS MONTH
Adjusting the valve clearances, generally getting the car ready for the road

Sandown here I come, hopefully!

Ian prepares his Bug for its first trip across the channel for The *VolksWorld* Show this March

I've been on a quest to reduce the odds of my Beetle grinding to an embarrassing halt in March on its way between Brittany and Esher. The problem you see, and the thing that's got me worried, is that many years ago a former owner in Portugal somewhere took the car apart, added lots of chrome, stripped out the original wiring and thereby put a whopping big dent in that legendary VW reliability. The back of the dashboard's a right mess, there's wires everywhere, and annoyingly no regard was shown for the concept of colour coding. Me getting annoyed and ripping out an old immobiliser and the spaghetti-like loom that went with it a few weeks ago didn't exactly help matters. Consequently, the last time I went out with excited offspring in the back, it suddenly stopped. I didn't have any battery left in my phone and faced with a long walk home, it was only a matter of chance that I managed to figure out what all the wires did, swapped a few fuses and got the thing going again.

But unfortunately, even when it's going, the engine still sounds like a bag of spanners. That's why before getting bogged down with fitting a new loom and re-instating an original fusebox, I made it my objective to check the valve clearances in an attempt to make it run more smoothly.

Tappety tap

Now if you haven't adjusted tappets before, take it from me it's a doddle. The valves open and close roughly 50 times a second, therefore you should really do them every 3000 miles. So what might suggest that they're out? Well, if they're too loose (the gaps are too big) the engine will sound tappety and lack power; too tight and it will be ultra quiet but you'll be likely to get a backfire.

The valve stems stretch over time and the valve seat itself gets pushed into the head and wears, which is why they need regular adjustment and indeed, clearances can be a good indication of an engine's overall health. If one in particular keeps going out of adjustment, something's wrong and you'll likely to need a rebuild before the head falls off the valve, causing the piston to smash and liberating the conrod as it breaks free through the crankcase.

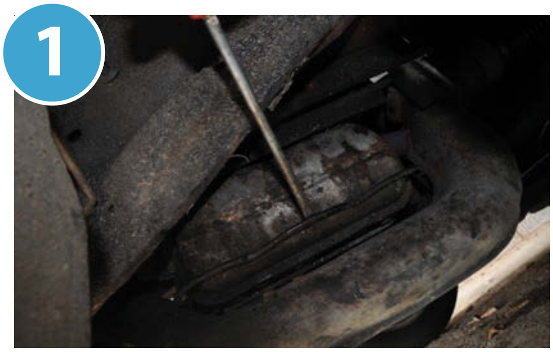
Need to adjust

The secret when it comes to adjusting valve clearances is to think logically and remind yourself of the engine's firing order (1-4-3-2). As far as the process itself goes, you turn the fan pulley clockwise until you spot a small, round divot in the pulley and line this up with the joint in the crankcase. The notch is the timing mark. With the engine at top dead centre (TDC) and the rotor arm pointing to the mark on the distributor rim (or cylinder no.1), cylinder number 1 will be on its compression stroke and you'll be able to check the valve clearances. Turn the pulley through 180 degrees to bottom dead centre (BDC) to check numbers 2 and 4. Cylinders 1 and 3 work together, so you'll be able to check the clearances on cylinder 3 if you turn the pulley through 360 degrees. The gap throughout is 0.15mm.

You can do the adjustment with the wheels still on; just remove the rocker covers, slip in the feeler gauge and make the necessary adjustments. I did all this, got mine spot on, and instantly noticed the engine tick over more evenly and generally feel better 'balanced'. If you've not done yours recently, I'd definitely recommend it.

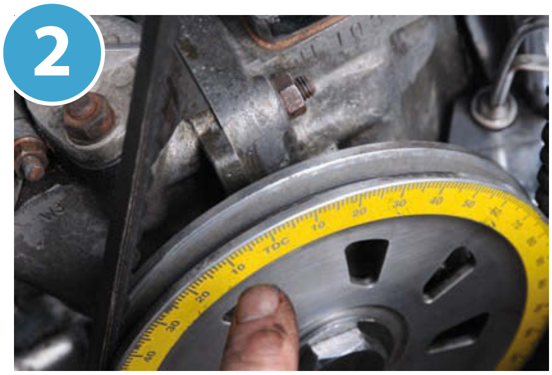
ADJUSTING VALVE CLEARANCES

1



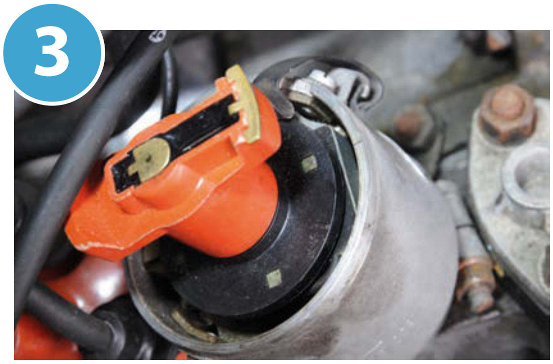
With the wheels still on the car, use a screwdriver to prise off the sprung retaining clip holding the rocker cover in place

2



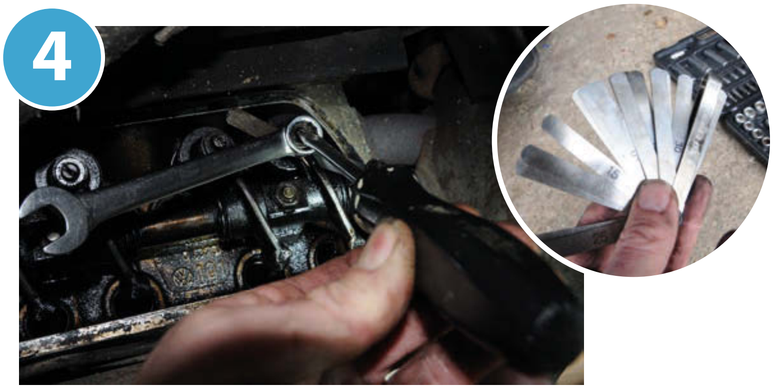
Turn the fan pulley clockwise until the bottom pulley TDC mark lines up with the join in the crankcase

3



When the rotor arm lines up with the notch in the rim of the distributor, you can adjust cylinder number 1

4



A 0.15mm feeler gauge should be a snug fit between the end of the adjuster and the valve. If not, slacken the lock bolt and make the necessary adjustment with a straight bladed screwdriver

5

Now turn the pulley clockwise 180 degrees to check cylinders 2 and 4, then another 180 degrees to check cylinder number 3

6

One of my adjusters was seized solid in the locking nut, proving that it hadn't been adjusted for a long time, so I had to put it in a vice to free it

7

Always clean the inside of the rocker covers before you put them back on and hold them up to the light to check for any holes. If it's in good nick, you'll be able to re-use the old cork gasket but make sure it's seated properly otherwise it will leak

'68 1500 Beetle

No bright spark

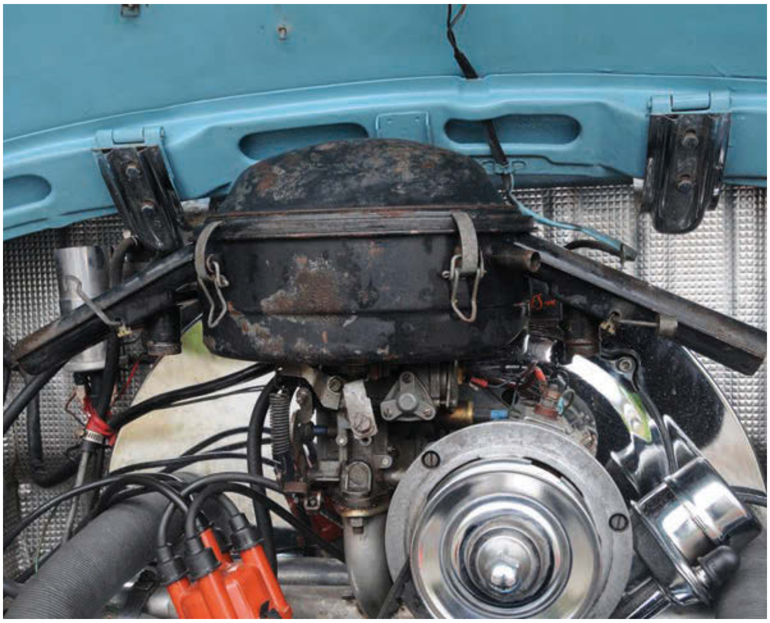
With that done, I got busy checking the other components in the ignition system – including all the spark plug gaps. Now, I'd always been led to believe plugs were supplied 'pre-set' but the gaps on mine were all a tad small when I checked. Carefully opening them up a little then rechecking them should help.

The other thing I wanted to look at was the air cleaner. I'd got a naff aftermarket Empi type affair on the top of my engine but, having stripped it down, quickly realised the filter element was dripping with oil. Not good. Fortunately, I had managed to pick up a genuine 1500 oil bath cleaner from the Grill'n'Chill autojumble a few years back, so I decided to have a go at fitting this instead. It hasn't got any of the pipework connected (my exhaust doesn't have the pre-heater boxes) and it looks a bit scruffy, but it should work better than the filter I've taken off.

< According to my trusty feeler gauges, all the plug gaps were out. Opening them up a little should help the engine run better

∨ The foam element in this old Empi style air filter was swimming in oil

∧ ∨ I've fitted a factory dual air intake oil bath filter, minus any of the pipework. The 'patina' effect looks a bit odd against all that chrome, though



The other thing that gets me nervous when driving the Beetle is the fact that the fuel gauge doesn't work. It wouldn't have bothered me when I was 17, but the prospect of thumbing it to a local petrol station doesn't appeal these days. To help identify the problem, I rigged the sender unit up to a multimeter to check it. Sure enough, moving the float angle (hence the rheostat) changed the resistance reading so I presumed that the connecting rod itself was at fault. I bent it accordingly, and now the gauge registers with the ignition on. I am not totally convinced of its accuracy, though, so I'll still carry a spare can of fuel just in case.

∨ A multimeter told me the old sender rheostat was good, but the float angle just needed a little adjustment

Belt up

Another job on my 'to do' list was to fit some rear seatbelts. With the Beetle likely to carry out some school run duties at some point, I thought it wise to fit a pair of static lap belts in the back. I am relieved to report it was a five-minute job once I'd lifted the back seat to reveal the necessary mounting points.

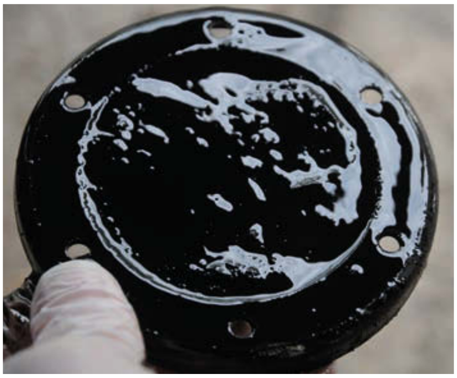
While I was at it I also fitted one of the metal heater pipes under the back seat with the necessary insulating material. I reckon mice had got to the old material and it had virtually disintegrated. Again, I had picked up a secondhand pipe complete with mint insulation, so just needed to swap it over before securing with a couple of cable ties. Despite the fact that I am missing the actual heater cables and have the exchanger flaps pulled permanently open with a piece of wire each side, as far as I'm concerned another worthwhile job had been accomplished.

> “you can't say I haven't done my best to reduce the risk of a no-show!”

New rear lap belts took minutes to fit and mean I can now carry kids in the back more safely. As long as they promise not to stuff the ashtrays with sweetie wrappers!

Rodents had got to the wool insulation on my old heater pipes, so I got hold of a complete secondhand pipe and swapped over the insulation

For the first time ever, I drained the old oil with the engine stone cold



Just look at the sludge! Fresh oil only went in 500km ago, so there's obviously a lot of sediment churning around inside. Being such an easy job, it's nuts not to be totally anal and change the oil every 1500 miles on an air-cooled engine

Oil's good

The final piece in the jigsaw was to do an engine oil change. I did this when I first got the Beetle in May 2016 and was horrified to discover a heap of residue sitting on top of the sump plate. And guess what, there was almost as much crud on it this time. If there's one thing I've learnt with air-cooled engines it's that regular oil changes are essential if you want your VW to survive. Now here's a tip I learnt from Andy on the Type 2 Detectives Bus Boot Camp that I attended recently (see pages 98-101 this issue). I always used to drive my car round the block before draining the oil to warm it up, make it less viscous and allow it to drain out quicker. However, Andy suggested this would simply stir up all the sediment and recommended draining oil with the engine cold in order to collect more sludge. Well, as you can see, his advice seemed to pay off!

Will I make it to Sandown Park on March 24/25? That's still in the lap of the Gods, but at least you can't say I haven't done my best to reduce the risk of a no-show! ■

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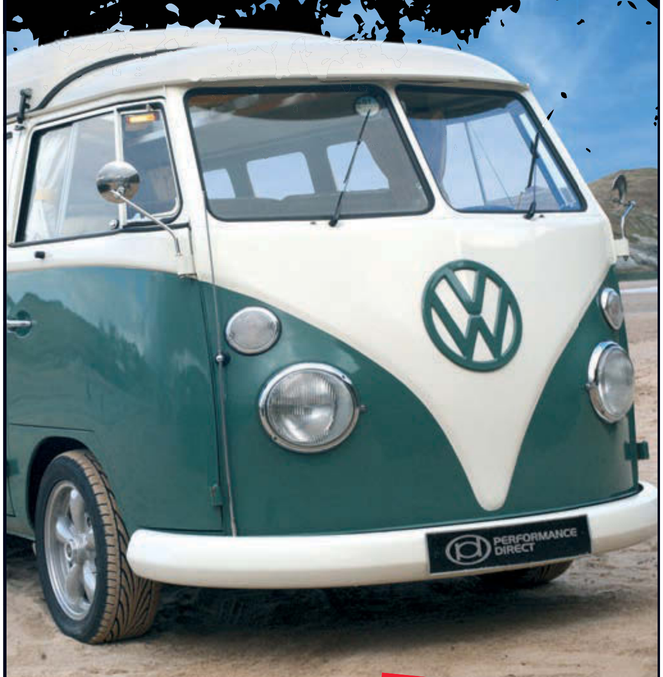

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Next month...

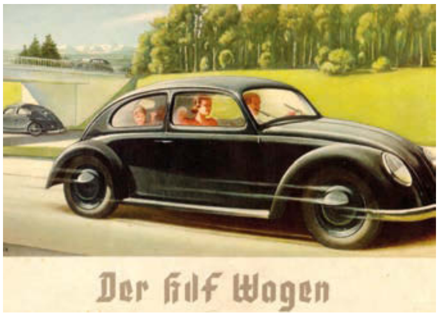
Here's what's coming up in the May issue of *VolksWorld*, on sale Friday 6 April

Life's a gas!

By day he's a Skoda-driving taxi driver – but for evenings and weekends Jez Cane upgrades to this cool and clever British Gas blue '80s throwback

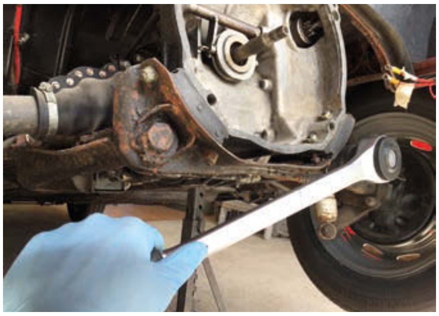
Oh so subtle

Yet this '59 Panel Van has loads to shout about



What's in a name?

Beetle nomenclature past and present



How to…

Our step-by-step guide to replacing Beetle gearbox mounts

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Pulling out the stoppers

Need more braking power? Discover the range of brake upgrades available for a VW, how much they cost, what's involved in fitting them and what benefits to expect

Words and photos Rob Hawkins

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Just like performance from an engine, the ability to stop can always be improved upon. And if you drive a modern car most of the time, then the brakes on an air-cooled VW can frighten the life out of you. Fortunately, there are lots of ways to improve them. However, before you start splashing the cash ensure your existing braking system is working to the best of its ability. If the pedal feels spongy or your car pulls to one side when you stamp on the middle pedal, you'll need to investigate. It might just mean fiddling with the adjusters, but you may end up changing all the flexible hoses and bleeding the system. While you're at it, you might as well go the whole hog and put in some fresh fluid and replace the shoes, drums and / or pads. Well-maintained stock brakes are more than adequate in many people's opinion.

Other components also affect braking performance and shouldn't be ignored. Worn shocks, for instance, can cause the vehicle to wander under high speed braking. If the tracking is out, the steering may pull to one side under braking. Worn tyres, low tyre pressures and wheels that need balancing can all contribute to the feeling that the brakes are under performing.

If you have reached the limit of the brakes on your vehicle and still want more, then there are a number of options which we have outlined over the following pages. The solutions are largely dictated by budget, ability and time, so if you have less than a hundred quid to spare, don't expect to be fitting four-pot brake calipers and vented discs.

Also, think about what you need from your brakes. Being able to stop in an emergency needs to be top of the list, so a brake servo conversion may be all that's required.

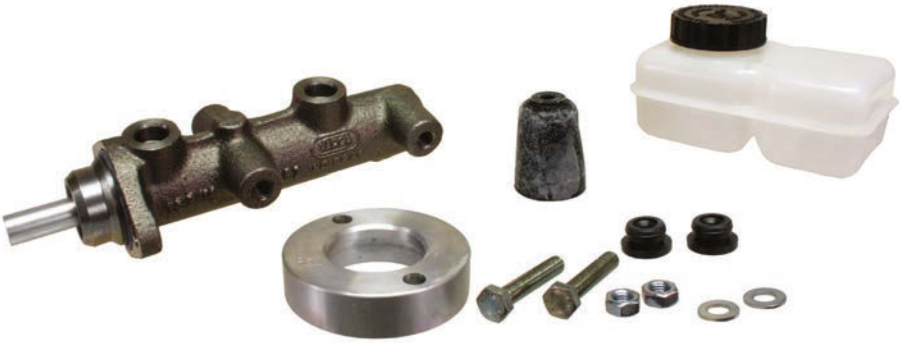
Before working on brakes check the vehicle is securely raised before removing a road wheel. If you have respiratory problems, wear a mask to avoid inhaling brake dust. Similarly, always wear gloves. Don't leave any drinks or food near the brakes when working on them.

If you are fitting new brake shoes or new pads and discs, these must be changed on both sides of an axle to ensure even braking is achieved. These new components must be bedded in by avoiding harsh braking for at least 100-200 miles.

Sounds obvious, but after working on the brakes, always pump the brake pedal to check you have braking pressure, especially before setting off on a test drive. ■

SINGLE TO DUAL MASTER CYLINDER

If your Bug or Bus was built before August 1967 it would have originally had single circuit brakes. In other words, the master cylinder has just a single chamber that operates all four brakes. This is all very well, but if there's a leak in the system somewhere, you can potentially lose all your brakes completely. That's why converting to a dual circuit system, so if you have a brake line fail you'll only lose either the front or rear brakes not both, is a thoroughly recommended safety upgrade. The good news is that you can buy a kit with a dual circuit master cylinder, reservoir and the necessary adapter from around £160 for a Bus and roughly £230 for the Beetle so there's no excuse not to do it!



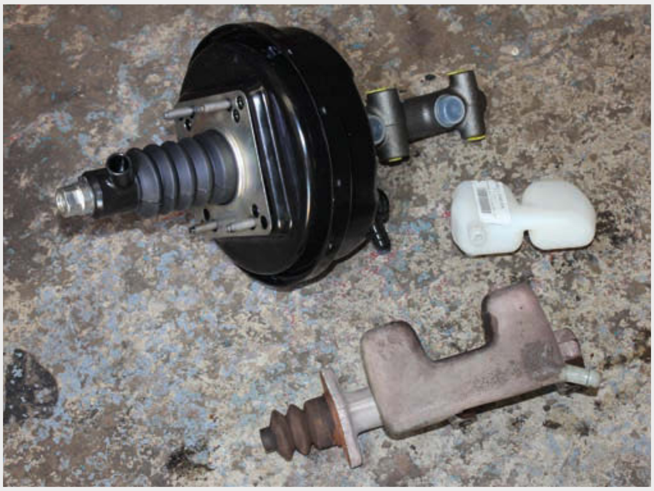
SERVO ASSISTANCE

Fitting a servo won't increase the performance of your brakes, but you won't need to apply as much pressure to the pedal. If you've ever had to stand on your brakes to haul off speed, then you'll notice a big difference.

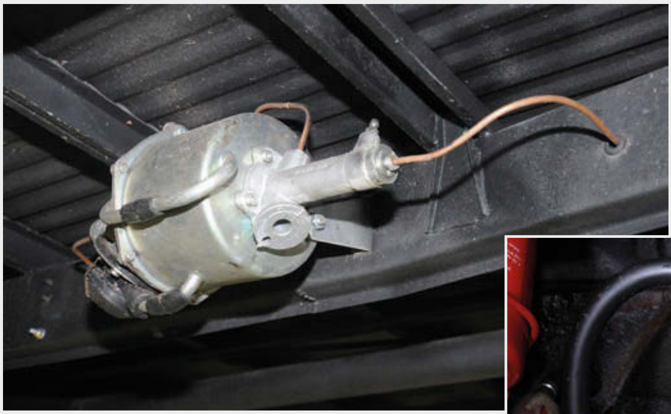
The cheapest option is to buy a Brazilian manufactured direct servo unit. These require some means of being operated by the brake pedal so a longer high tensile steel rod is usually fitted to connect the two together. It's necessary therefore to mount it inline with the bottom of the brake pedal.

A remote (or indirect) brake servo avoids the aforementioned problems, and specialists such as Creative Engineering sell dual circuit servos that can be fitted virtually anywhere (behind the front beam is a popular location) using either the original master cylinder or, better still, one specified for a servo.

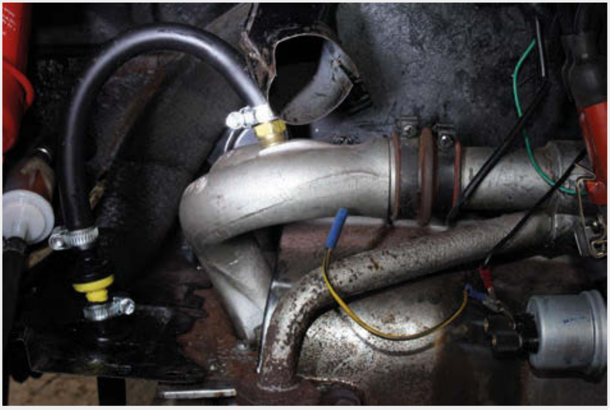
A vacuum for the servo can be taken from the inlet manifold, though if an outlet isn't already fitted, you will have to remove the inlet manifold or a section of it where it can be drilled and tapped to fit an outlet. The outlet usually has a large 17-18mm threaded section, so it may be more economical to ask a machine shop to do this for you. A universal electric brake servo avoids the problem of connecting a vacuum hose, but it can mean the electric motor that generates the vacuum can be noisy – the vacuum can be stored in a pressurised container, such as an OE windscreen washer fluid reservoir.



A servo from the likes of VW Heritage fits in the same position as the original brake master cylinder (in the bottom of the photo) but you will need to modify the mounting bracket



The joy of an indirect servo, driven hydraulically by the existing master cylinder, is that it can be fitted virtually anywhere



Getting a suitable vacuum from the manifold may involve an expert machine shop if yours hasn't got an outlet already

BRAIDED STEEL FLEXI-HOSES

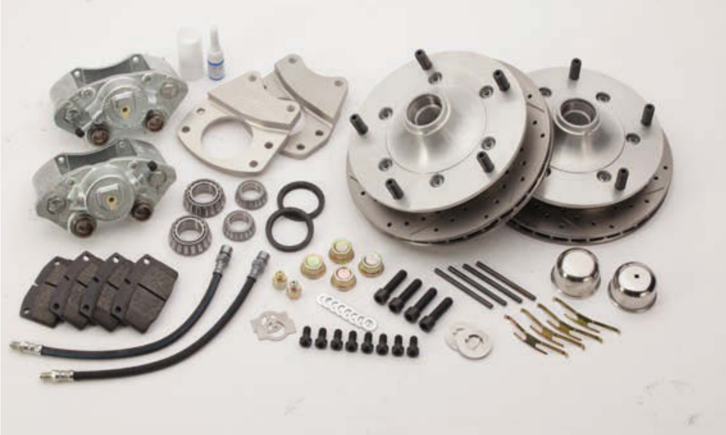
Under hard braking rubber flexi-hose can expand very slightly, resulting in less braking effort being delivered to the brakes. Stainless steel braided hoses from the likes of Goodridge, Hel, HoseTechnik and Black Diamond offer less ballooning, so braking pressure is maintained. They are usually manufactured with a PTFE inner lining and a braided steel outer casing. Typically, they start at around £45 a set.

When changing the brake flexi-hoses, you might as well change the brake fluid at the same time (do this every two years anyway). Always fit new copper washers where the flexi-hose is attached to the brake caliper and avoid twisting or kinking the new flexi-hoses when fitting them. At the front, turn the steering from lock to lock to ensure the hoses are not over-stretched and aren't fouling any other components – the flexi-hose may need to be secured with a mounting bracket or clip to avoid this problem.

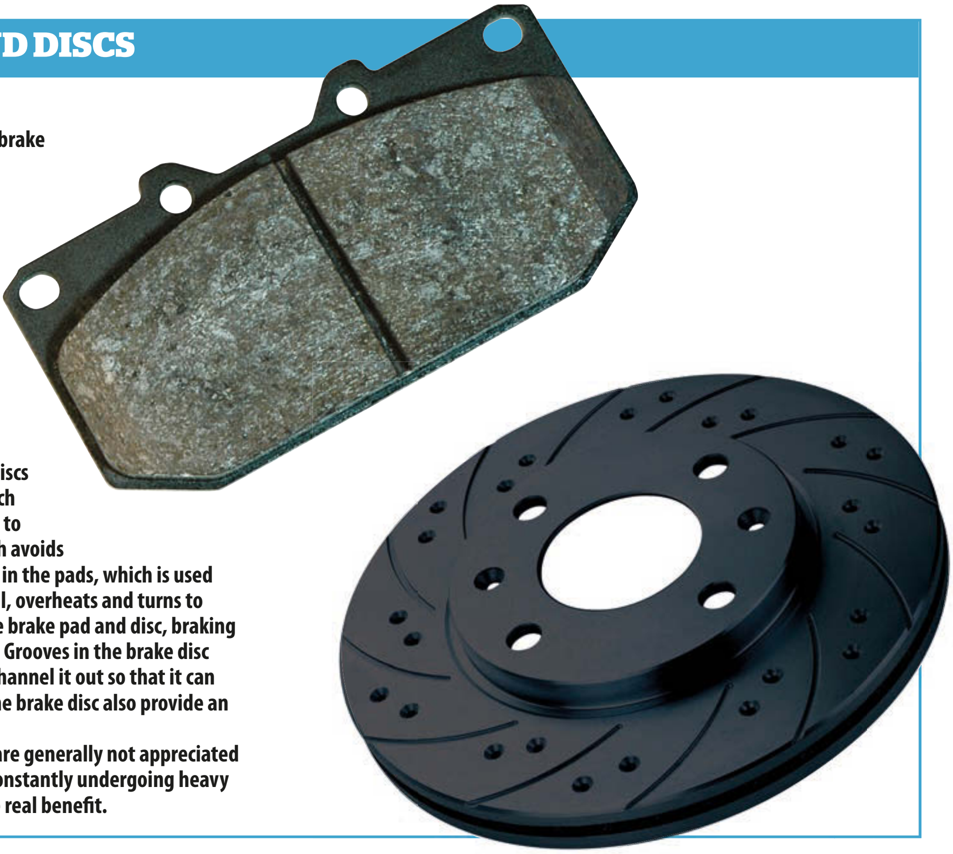
DRUMS TO DISCS

Air-cooled VWs with front drums can often be converted to discs and in some cases it's feasible to fit components from a later version of the same model, such as a later Beetle or Type 2 Transporter. However, it's more convenient to use a conversion kit. VeeWee, VW Heritage, CSP and many other specialists sell a complete disc brake conversion kit for all drum braking Beetles and Karmann Ghias with balljoint suspension. Priced at £250-£400, kits generally include two-pot calipers, solid brake discs (cross-drilled are available), new steering knuckles, bearings, brake pads, brake hoses, disc guards and all fittings. There are some specific instructions with some kits. VW Heritage, for example, explain that with their four-stud Type 1 front brake disc conversion kit (1966 onwards), you have to reuse the original eccentric bushes, thrust washers, locking nuts and disc brake backing plates when fitting. If fitting to a

⌄ CSP's front disc brake conversion kit is available for all drum braking Beetles and Karmann Ghias with balljoint suspension



PERFORMANCE PADS AND DISCS

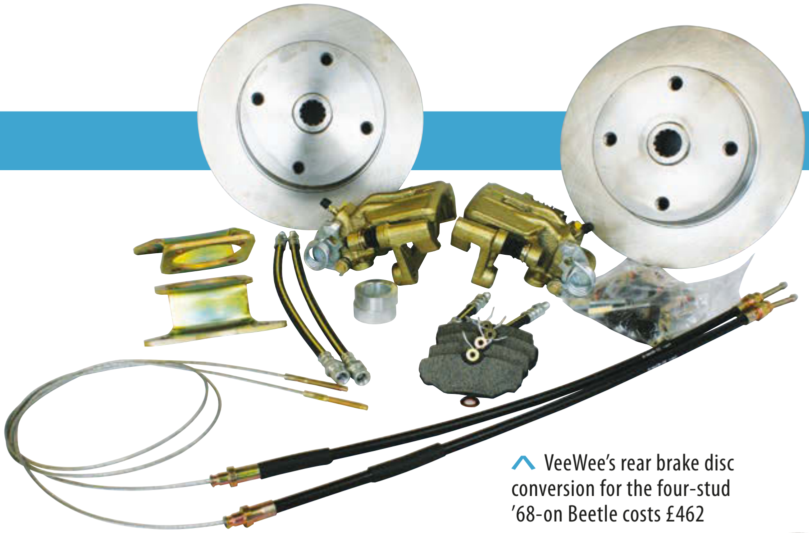


One of the simplest ways to improve your VW's disc brake anchors is to fit a set of performance pads.

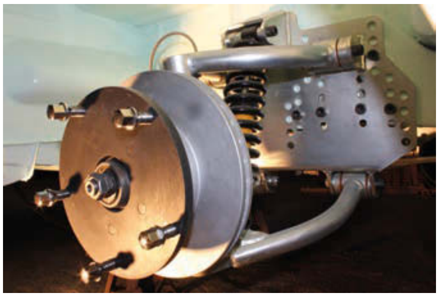
Uprated brake pads are usually constructed with a grippier braking and while there was a time when many of these brake pads only made a noticeable difference when the brakes were warm, it's not so much of an issue these days. That said, to get the most out of such brake pads, hard braking is essential to prevent the pads and discs glazing over and thereby reducing the efficiency of the disc and pad. Budget for around £40-£50 for a set of pads.

As for discs, makers such as Black Diamond manufacture a range of performance items (their discs for the Type 2 cost around £180-£200 for a pair). Such discs dissipate heat and brake dust more efficiently to maintain a high level of braking performance which avoids brake fade. When the brakes become hot, the resin in the pads, which is used to hold the friction material to the backing material, overheats and turns to gas. If the resin's gas becomes trapped between the brake pad and disc, braking efficiency is reduced, which is known as brake fade. Grooves in the brake disc collect brake dust and the aforementioned gas to channel it out so that it can escape. Dimples, holes and slots in the surface of the brake disc also provide an area for the brake dust and gas to collect.

The cooling benefits of drilled and grooved discs are generally not appreciated under normal road use. It's only when a vehicle is constantly undergoing heavy braking, such as on a race circuit, that you'll get the real benefit.



VeeWee's rear brake disc conversion for the four-stud '68-on Beetle costs £462



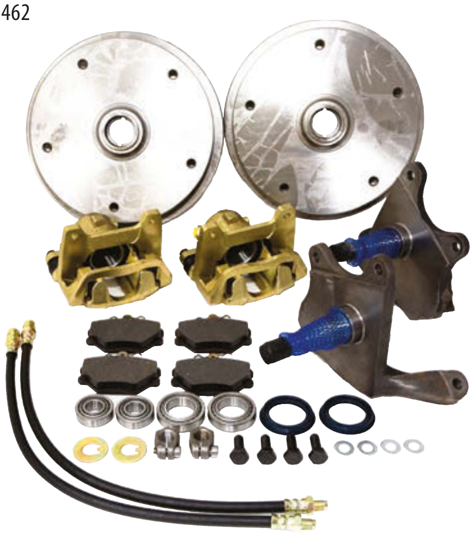
Red 9 Design's brake disc conversion requires 15in or larger wheels

'66 or '67 model, you will also need the 68-onwards outer track rod ends (part numbers 311-415-812/C and 311-415-811/C).

CSP's front disc brake conversion kit for all air-cooled VWs costs around £1000 but includes machined cast alloy hubs, up to 282mm solid or vented discs, modified Vauxhall calipers, new flexi-hoses, brake pads and all the necessary fittings. The conversion kit is mounted to the original VW axle components and the original spindles using CNC machined adapters. The spindles don't need to be modified, so the conversion is reversible and, if required, comes with a TÜV certificate.

The rear brake drums on a four-stud '68 Beetle or later model can be converted to discs with a kit from VeeWee that costs £462. This kit includes single piston calipers with a mechanical handbrake mechanism, new solid discs and pads, flexi-hoses, handbrake cables and all mounting brackets and fittings.

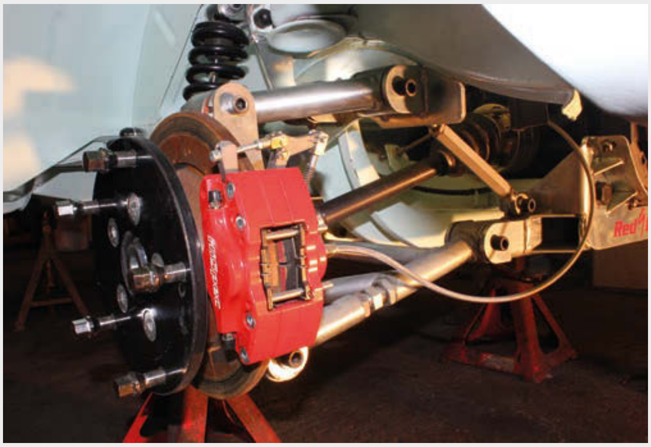
Before changing drum brakes to discs, it's worth checking that your existing wheels will fit. Many conversion kits require a minimum diameter of wheel (Red 9's kit requires 15in wheels or larger), and some aftermarket alloy wheels won't fit. Plus, check the wheel clearance and track as these may be altered.



Here's what's included in VW Heritage's four-stud Type 1 front brake disc conversion kit (1966 onwards)

PERFORMANCE BRAKE KITS

This is where things get a bit more serious. A vented front brake disc kit with various PCDs is available from CSP for the 1966-onwards Beetle and Karmann Ghia, which increases the track by 5mm each side (pictured below). It includes 20mm thick vented discs that improve cooling and 42mm diameter twin pistons in each caliper. This kit fits onto Beetles and Karmann Ghias that already have front disc brakes or CB disc brake spindles and Super Beetles with disc brake spindles or drum brake spindles with adaptors. The kit includes new wheel bearings, seals, brake pads and fittings. Expect to pay around £500 from specialists including CSP and Machine 7.



Red 9's impressive vented disc brake conversion for the front of a Bay Window (above) includes Hi-Spec four-pot brake calipers, 280mm discs and can be fitted onto a 5x112 or 5x205 PCD with a minimum 15in diameter wheel. Budget for around £1120 for this conversion kit, which can be fitted onto a standard suspension set-up for a 1973-on Bay, or requires their own suspension beam and wishbone conversion for earlier Buses. Get one of these kits and you'll be braking like an F1 car!

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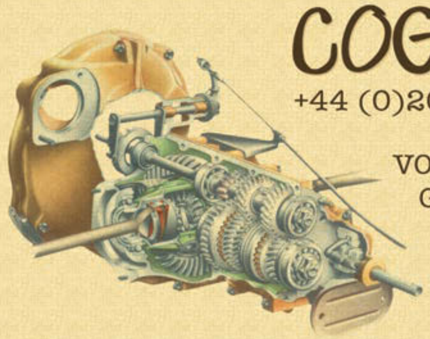

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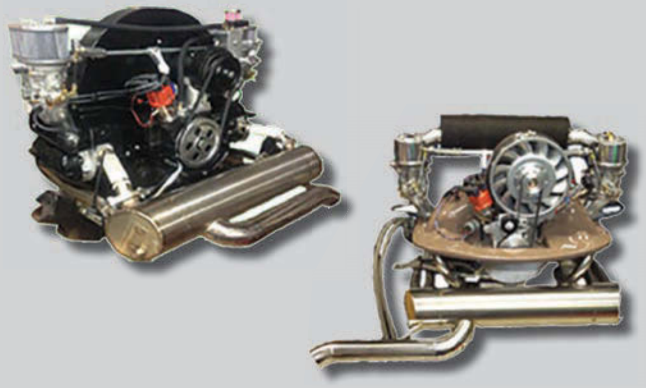

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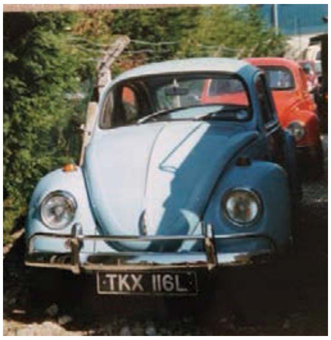

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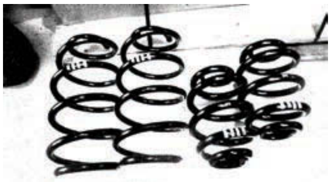

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1968: Death and birth in Wolfsburg

Robin Wager recalls a rather fateful year in VW history

Fifty years ago, the usual rumours abounded of a major departure for Volkswagen from their standard air-cooled, rear-engined staple offerings. Expectations were of a 'proper car' – a new, water-cooled, front-engined and probably front-wheel driven launch for the 1969 model year.

But in 1968 two major events affected the company. First came the sad announcement of the death, aged 69, of Volkswagen boss Dr Heinz Nordhoff, appointed in 1948 by Ivan Hirst on behalf of the post-war British administration to take over the running of the factory. He'd had a major influence on Volkswagen, doing so much to strengthen the foundations, philosophy and fortunes of the organisation and, most importantly, making the steady but low-key development of the Beetle the focus of its success for many years.

> "Peter's verdict at the time on the new luxury model? Could do better"

Then, mid-year, Volkswagen did indeed announce an important new model, a more powerful sedan, to be known logically as Type 4. Among its innovations were an all-new monocoque bodyshell, revised suspension with MacPherson struts at the front and coil springs at the rear, and a hydraulic clutch; and it was to be powered by – the suspense was almost palpable – an air-cooled engine at the rear. Anti-climax of the year, or what?

The press nevertheless gave the new car favourable reviews while, at the dealer launch, it was well received by the public – especially, of course, those aficionados already accustomed to the fact that VW meant air-cooled and rear-engined.

Practical advantages of the new car were the availability of four-door versions and increased luggage room, especially in the positively cavernous Variant version announced the following year.

411 was big and sophisticated but not much better in any respect than the Type 3

But Volkswagen clearly became aware pretty soon that the car was not the answer to falling sales. An early facelift didn't really help, nor did the introduction of Bosch D-Jetronic injection.

In 1972 a further upgrade followed in the form of the 412, with restyled bodywork, while in the following year came the 100mph 412LS version, reverting to twin carburettors.

As time went on, though, the car was perceived as something of a flop, the Type 4 being seen by many as somewhat old hat, rather ugly, and offering at a higher price little that the Type 3 did not already give. Over its six-year life, 367,728 Type 4s were built in total. At that time it was the shortest production run of any VW model. In the Swinging Sixties, an air-cooled, rear-engined model evidently wasn't the way to gain new customers.

Former *VolksWorld* contributor Peter Noad tested one – TBL 411G, a four-door 411L kindly loaned by Central Newbury Motors. Peter noted that the Type 4 provided the answer to three main criticisms of the then current VW range: luggage space, heating and handling. The heating system incorporated an electronic booster fan, plus the novelty of the on-board Eberspächer petrol-fired auxiliary unit which could pre-heat the car via a timer. Luggage space included a 14 cu ft front boot, plus about 6 cu ft behind the rear seat. Meanwhile, the new suspension set-up, said Peter, plus the long front overhang, gave more weight over the front wheels and a lot more grip, despite a softer ride.

Producing 76bhp at 5000rpm, the 411 engine offered just 11bhp more than the Type 3 Fastback, any benefit being cancelled out by the 265lb extra weight, suggesting the Type 4 could do with a power boost.

And Peter's verdict at the time on the new luxury model? Could do better. It was undoubtedly the most sophisticated VW yet, but in a much higher price bracket. And as for the styling. Well… ■

The jury's still out regarding the Type 4's appearance. What do you think?

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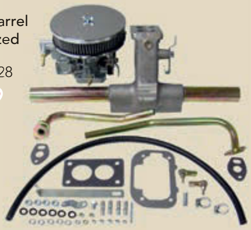

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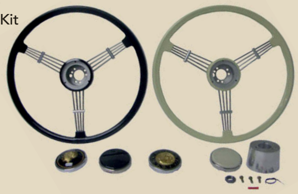

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